

Application Number:	WD/D/20/002569
Webpage:	https://planning.dorsetcouncil.gov.uk/
Site address:	Land East Of Chickerell And South Of Coldharbour Chickerell
Proposal:	An outline application for up to 328 dwellings with full details supplied in respect of 143 dwellings (Phase A) including creation of new accesses onto School Hill and Chickerell Link Road (B3157), including details of the internal spine road, landscaping, drainage, car parking, public open space and associated works for Phase A. All other matters reserved in respect of 185 dwellings (Phases B and C) and land for a primary school, public open space including, landscaping and associated works
Applicant name:	Mr D Buczynskyj
Case Officer:	Penny Canning
Ward Member(s):	Cllr Clifford and Cllr Taylor

1. Reason application is going to committee:

- 1.1. The Development Management Area Manager Southern and Western Team, in consultation with the Chair of the Committee, has exercised their discretion to refer this application back to Committee following new material planning representations being received to the amended plans, the subject of consultation at the time Committee considered the application at the Western and Southern Area Planning Committee on 15th July 2026. In addition this report addendum considers the new National Planning Policy Framework published since the committee meeting in July 2026.

2. Summary of recommendation:

- 2.1. To delegate authority to the Service Manager for Development Management and Enforcement or the Development Management Area Manager Southern and Western Team to

A) grant planning permission subject to conditions as set out at the end of this report and the completion of a Section 106 Planning Obligation under Section 106 of the Town and Country Planning Act 1990 (S106 agreement) to secure the following:

- No more than 100 dwellings to be occupied prior to the completion of the central avenue;
- Provision of 35% affordable housing, with a local connection clause;
- Financial contribution of £722 per dwelling towards NHS;
- Financial contribution of £524.72 per dwelling and £357.77 per flat towards Chesil and the Fleet mitigation;
- Financial contribution of £1,736.06 per qualifying dwelling (house or flat with 2 or more bedrooms), less land value discount of £482,000, towards primary education; plus a contribution towards SEND provision of £1,487.62 per qualifying dwelling, together with the transfer of land for the school;
- Financial contribution of £22,524 towards sports pitches and training facilities;
- Financial contribution of £106,413 towards Weymouth swimming pool;

- The provision of 0.28ha of play space, which shall include two LAP's, a LEAP, and informal play, together with the transfer of the land to be offered to Chickerell Town Council and a financial contribution of £411.84 per 2 bed unit; £587.34 per 3 bed unit; and £669.24 per 4+ bed unit; less land value discount of £98,800 towards play provision; a financial contribution of £420,000 towards maintenance, and to address the shortfall in play provision, a financial contribution of £50,000 towards enhancing the play facilities at Willowbed Hall and/or towards a skate park within the town;
- Financial contribution of £348,532.80 towards open space maintenance, together with transfer of the land to Chickerell Town Council;
- Financial Contribution of £50,000 towards improvements at Willowbed Hall;
- Financial contribution of £81,675.76 towards bus infrastructure; sustainable travel cards to be exchanged for 30 day bus ticket or cycle equipment; updating the walking and cycling maps;
- Financial contribution of £20,000 towards the upgrading of footpath S16/23;
- Financial contribution of £12,000 towards the upgrading of footpath S16/21.

Or

B) Refuse planning permission for the reasons set out at the end of the report if the S106 agreement is not completed within 6 months from the committee resolution or such extended time as agreed by the Service Manager for Development Management and Enforcement or the Development Management Area Manager Southern and Western Team. The reasons for refusal for failure to secure the necessary obligations are set out in full at the end of this report.

3. Report Update: having regard to new consultation replies received

- 3.1. The full committee report (the original report) outlining key considerations relating to the site can be found at appendix A. The following update is provided in light of additional comments received to the publicising of the amended plans, and should be read in conjunction with the original report.
- 3.2. An update was provided to committee at the meeting in July 2026 and the conditions as now recommended reflect the updates on that sheet and in respect of the additional third party comments that were received between the completion of the report in July and the committee meeting in July these were summarised and addressed during the meeting, but for completeness are also included within this addendum.
- 3.3. Since the original report was written, 24 additional third party representations have been received.
- 3.4. Of those third party comments, 23 raised an objection to the proposal.
- 3.5. **Previously raised concerns:**
- 3.6. The following concerns reflect concerns previously raised and considered prior to Members considering the item at committee on the 15th July 2026, including concerns which were raised and addressed during the committee itself. For completeness these are addressed below:
 - Concern that an access could be created through Mariners Way, resulting in increased parking and footfall to the detriment of local residents in Mariners Way, Fisherman Close and Lerrett Close.
 - Concern that no wall is proposed at the end of Mariners Way

- 3.7. The original report sets out the proposed vehicular, cycle and pedestrian routes as shown on the plans within para 14.5 (*access, movement and links ...*). For clarity, vehicular access to the site would be from the north (connecting with School Hill, adjacent to Dunster Rise) and to the south (connecting with Hampshire Road, adjacent to the Granby Industrial Estate). Pedestrian and Cycle links with the existing settlement rely on existing rights of way leading into the site, including footpaths S16/21 comprising a footway leading into the site from School Hill, and footpaths S16/22 and S16/23 linking the site with Lower Putton lane. No through access is proposed via Mariners Way. This issue is addressed at para 14.7.7 of the original report which confirms that there is no prospect of providing a connecting route into Mariners Way. Such an access would rely on intervening land acting as a ransom strip between the development site and Mariners Way becoming available, which currently it is not. There is thus no change in this respect and no proposal, as per the submitted plans, to provide an access through. Consequently, impacts of the development upon footfall and parking issues within Mariners Way and surrounding streets is considered to be minimal.
- 3.8. It is proposed that the boundary adjacent to Mariners Way would be planted with native hedgerow. Given no through access onto Mariners Way, there is no justification for a wall to be erected at the end of this street. This issue is addressed at para 14.7.7 of the original report which confirms that the absence of a wall between the existing and proposed development would not present a reasonable reason for refusal.
- The next issues that were already addressed previously are overdevelopment of the site and loss of green space and concern regarding the impact upon wildlife.
- 3.9. The proposed development relates to a green field site and would result in additional housing within Chickerell on a site which currently comprises undeveloped agricultural land. The impacts of developing such sites need to be carefully considered, and comments received from local residents understandably raise concern regarding overdevelopment and loss of green space.
- 3.10. The original report does not seek to unpick the Examiner's conclusions in respect of the adoption of the current Local Plan and inclusion of the application site as an allocated site, nor does it seek to unpick the Examiner's conclusions relating to the adoption of former Local Plans, because the application has to be considered in light of current adopted policy. Noting concerns raised, it is worth acknowledging that the development of the green field site and reduction in the gap between Chickerell and the existing development in Weymouth was a matter considered by the Examiner at the Local Plan stage and the site was included in the context of other sites allocated for development within Chickerell.
- 3.11. Principle matters relating to the development of the site are considered at subsection 14.1 (*Principle of development*) of the report, which confirms that the site is allocated for housing under policy CHIC2 of the adopted West Dorset Weymouth and Portland Local Plan (2015), and the report also sets out the housing supply position. Considerations relating to visual impacts and impacts upon ecology are addressed at sub section 14.8 and 14.10 of the original report respectively, and the recommendation is reached having weighed the impacts of the development against the benefits of the scheme.
- 3.12. Matters relating to the impact on wildlife are considered in sub section 14.10 (*Ecology*) of the report.
- The next matter raised which was addressed in both the original report and at the committee meeting on 15th July 2026 is regarding the lack of local Health Care provision.
- 3.13. It is noted that a limited service is provided within Chickerell in conjunction with Wyke Regis and Lanehouse Medical Practice, and it is clear from representations received, that there are concerns regarding the limited health care provision within Chickerell. This issue is an existing one, rather than an issue directly resulting from the current

application, but concerns have been raised that the additional housing subject to this application would compound the matter. The issue surrounding access to a health centre was addressed during the technical questions at the 15 July meeting. Para 14.15 of the original report sets out the policy basis for seeking contributions, it details the key Heads of Terms and provides justification for seeking the contributions sought. Paras 14.15.7 and 14.15.9 of the original report, specifically justifies an NHS contribution (which includes primary care) to address the impact of the development. This is collected in line with the strategy 'Exploring Developer Contributions for NHS Infrastructure' which identifies Chickerell Surgery as a project that the contributions go towards funding. There is no specific policy requirement to provide a health centre as part of the delivery of this development, and no comment had been received from NHS Dorset setting out need for the provision of a doctors surgery within Chickerell or the need for any other contribution over and above the commuted sum sought. As such, there is insufficient evidence to support the refusal of the current application on the grounds that it does not include a health care centre, acknowledging a proportionate financial sum is secured towards primary health care to address the impact of the development.

- Concern regarding parking provision, including provision of tandem parking.

3.14. This issue is addressed at para 14.5.34 of the original report, which sets out the number of parking spaces to be provided to support the scheme, and confirms that parking provision is considered to be acceptable by the Highway Authority. Paras 17.6.26-27 weigh up the advantages and disadvantages of including tandem parking as part of the parking strategy for the site, and these matters are weighed in the overall balance. This matter was also raised and considered during the committee meeting on the 15th July 2026.

- Concern regarding impacts upon the environment including air quality.

3.15. Environmental implications are considered within the original report at para 14.3. Paras 8.40 & 14.7.49 refer to the need for a Construction Environmental Management Plan (CEMP) to address air quality. The application has to be considered in the context that this site is allocated for housing and the housing supply position is addressed in the report at sub section 14.1 (*Principle of development*).

- Concern relating to impacts upon traffic through congestion of the local highway network, including impacts on the Granby Industrial Estate.

3.16. This was addressed at the committee meeting held on the 15th July. As per sub section 14.5 of the original report which considers highway related impacts, the Highways Authority have confirmed that the impact on the highway network would be acceptable. This includes impacts resulting from the proposed southern access onto Hampshire Road adjacent to the Granby industrial Estate having regard to traffic flows and highway safety matters.

- No public bus service within the area

3.17. Public transport is considered at para 14.5.22 of the original report. Chickerell is currently served by the No.8 bus route, which runs to the West of the development, and would be accessible to future occupiers via Putton Lane and/or a connecting pedestrian route, proposed to be upgraded as part of the development. The no.8 bus route provides connectivity between Chickerell and Weymouth Town Centre by public transport. The central avenue running through the development has also been designed to accommodate a bus route with the provision of 4 bus stops (2 serving northbound buses and 2 serving southbound busses) within the development. Funding for a sustainable travel voucher which could be put towards funding a 30 day bus card scheme for future occupiers to encourage the establishment and use of any future bus service is also proposed to be secured as part of the application.

- Does the Council have plans in place to deal with an emergency at the Battery Energy Storage site (BESS)?

3.18. The BESS is considered within the original report in terms of noise and discussions surrounding safety were addressed during the committee meeting on the 15th July. Matters of noise and fire safety were considered in detail as part of the BESS application (P/FUL/2024/04447), including having regard to the proposed housing allocation at this site. It was concluded that the battery storage did not pose a risk to the proposed development and the application for the BESS was granted consent. The proposed development is subsequently considered to be acceptable in this respect, in line with Strategic and Technical Planning Committee's considerations at the time of the BESS application.

- Concern regarding capacity of the sewerage network.

3.19. Sewage and water is addressed at para 8.73 of the original report where no objection from Wessex Water is raised. It is incumbent on the water and sewerage undertaker to ensure new development can be accommodated, and to ensure appropriate measures are put in place to support additional connections.

3.20. **New concerns raised**

3.21. The following additional material planning objections have been raised since Member's considered the item at Committee on the 15th July 2026:

- Concern has been raised regarding the placement and maintenance of planting particularly adjacent to rights of way.
- Concern has also been raised in relation to the condition of footpaths, and in particular seeking an increase to their width (to 3m), ensuring verges (1m wide) either side, and upgrading them to bridleways. This relates to footpaths S16/21, S16/23, S16/24, S16/29 and S16/48; a new bridleway linking footpath 48 to 23 is also sought.

3.22. While matters relating to landscaping and some footpaths are considered within the original report, and matters surrounding wider footpaths were raised at Committee on the 15th July 2026, for the purposes of clarity a more detailed assessment is provided below:

3.23. Having regard to footpath S16/21 and S16/23, the original report at para 17.5.14 and 17.8.47 recognises the value of these footpaths providing connectivity between the proposed development and the existing settlement, while highlighting the constrained nature of S16/21 in particular. The original report confirms that the proposed plans would see the upgrading of footpath S16/21 between the development site and School Hill (this means complete renewal of approx. 90m of tarmac surfaced path with a width ranging from 2-4m (physically constrained by the rear gardens of existing development), and vegetation clearance), with a contribution of £12,000 sought towards this upgrade, and the upgrading of footpath S16/23 between the development site and access to the electricity sub station (this means approx. 260m of surfaced path at 2m width, with geotextile underlay, 100mm limestone aggregate with 50mm of 20mm dust topping, vegetation clearance, and improvement and/or replacement of the two sleeper bridges and culverts along this path), with a financial contribution of £20,000 sought towards this upgrade (as set out in the Heads of Terms in the recommendation for the S106). The status of the rights of way would remain public footpaths.

3.24. Where the above footpaths (footpaths S16/21 - S16/23) would traverse the site, para 17.8.47 of the original report considers their proposed re-routing and the impacts upon the footpaths themselves, and concludes that the impacts would be acceptable. Footpaths throughout the development are shown approx. 2m wide and would on the whole have a 1m grassed verge either side, which is considered to be acceptable having regard to Highway Safety and Inclusive Mobility Guidance, and this is addressed at para 13.6 of the original report. Para 17.8.47 sets out, as per condition 15 of the committee report, that a Rights of Way Management Plan would be secured to agree final details,

and this shall include the detailed design of access and public rights of way routes, including details of their surfacing, widths, gradients, landscaping and structures, which would be agreed taking on board the advice of the Rights of Way Team, Highway Authority and Landscape Team. Landscaping and its maintenance are also secured through separate conditions, with further details to be secured at the condition stage. The cost of maintenance of public open space is accounted for in the Heads of Terms.

- 3.25. Having regard to queries surrounding the upgrading of the status of these routes to bridleway and their suitability for all uses, to provide a route suitable for pedestrians, cyclists and horses, segregated paths would be recommended in order to accommodate the competing requirements for each, and between them, a considerable width would be required, which is physically not feasible along the full length of footpaths mentioned owing to existing built form. Cycleways would need to be a minimum of 2m if segregated paths are proposed, or a minimum of 3m if provided as a shared pedestrian route, with appropriate clearance either side in line with Guidance set out in LTN 1/20. Cycleways would usually have a sealed surface and, though not always, would be adopted by the Highway Authority. Where these are adopted by the Highways Authority, horses would have no right of way. To introduce a bridleway, this would require a 3m wide path, and its surface would need to be suitable for horses, such as crushed stone; tarmac or concrete surfaces being less ideal for horses. There are therefore competing requirements for different users which adds complexity to providing bridleways along these routes and accommodating pedestrians, cyclists and horses.
- 3.26. In light of the above, existing public rights of way are proposed to be maintained, albeit diverted, and additional footpaths and cycleways are proposed to be included within the development. No bridleways are proposed. As above, bridleways would only function if appropriate widths could be maintained for the full length of the path, which in this case would be difficult owing to the constrained nature of parts of the footways.
- 3.27. From a procedural perspective, and notwithstanding the above, there is no adopted criteria or trigger for the upgrading of a footpath to a bridleway and there is no provision within the Town and Country Planning Act to do so. To upgrade an existing footpath to bridleway status, including widening the path to 3m to accommodate the bridleway, a Public Path Creation Agreement can be made under Section 25 of the Highways Act (1980). This would however require all landowners along that route to agree to the upgrading and can therefore be challenging to secure. For the Local Authority to invoke such an upgrade under Section 26 of the Highways Act the Local Authority would need to satisfy itself that there was sufficient need to do so, seek agreement by the Secretary of State, unless unopposed, and would be liable to compensation. Given that there are no bridleways currently within the immediate vicinity of the application site to connect with, the lack of bridleway is not considered a reasonable reason for refusal.
- 3.28. Turning to other routes mentioned, para 17.8.50 of the original report considers the implications of development on footpath S16/24, and this was also addressed at committee at the 15th July meeting following representation. This route runs largely outside of the development site, but adjacent to it, and adjacent to the southern portion of the development site, it offers connectivity between the existing settlement of Chickerell and Hampshire Road and on through the Granby Industrial Estate. At this southern portion the path is in poor condition, so comments in respect of this route are understood. Given a segregated footway and cycle route is proposed between the development site and Hampshire Road to provide connectivity for future occupiers, use of footpath S16/24 by future residents would likely be limited. From Hampshire Road existing alternative footpath links into the Granby industrial estate alongside the estate roads provide access to the employment site.
- 3.29. Having regard to the tests as set out at policy DM6 of the NPPF (2026) for securing planning obligations, the upgrading of this route does not pass those tests as it would not be necessary or relevant to the development itself. As such, as per para 17.8.50 of the

original report it is not considered reasonable or necessary to collect a financial contribution towards the resurfacing of this footpath link, given appropriate provision is made within the development to improve pedestrian connectivity. For the purposes of clarity, there is no proposal to alter footpath S16/24, with rights of way links within the Granby industrial estate retained as is.

- 3.30. The need for upgrades to footpaths S16/29 and S16/48 in the form of resurfacing, widening and formation of bridleway status, together with creation of new bridleway linking footpath S16/48 to S16/23 has also been raised. Footpath S16/29 relates to Green Lane to the West of the application site which is constrained by development on its northern extent, including residential and industrial uses, and field hedgerows on its southern extent. The area sits entirely outside of the application site, so to provide a segregated footpath and/or bridleway in this location would require third party land. Given there is no direct connectivity to Green Lane provided from the application site, the effects of the development on this route are not considered to be significant to require the above mentioned upgrades. Footpath S16/48 is located to the west of Southill, entirely outside of the application site and on third party land. It runs in a north south direction providing connectivity between existing development to the north and south of Southill, with its northern extent connecting with footpath S16/21, which runs east-west and connects with the proposed Chickerell development to the west. Given the footpath would not directly serve the proposed development, serving on the whole Southill, it is not considered that the proposed development would significantly impact this route to require the above mentioned upgrades. To provide a new connecting route between footpath S16/48 to S16/23 would involve land that falls entirely outside of the application site and which does not form part of the proposal, and there would need to be sufficient need demonstrated to justify a Public Path Creation Order.
- 3.31. In this case it is considered that the impacts of the proposed development would be acceptable without the upgrades suggested (ie. resurfacing, widening and/or formation of bridleway through a Public Path Creation Agreement) and it is not considered reasonable or necessary to collect a financial contribution towards the resurfacing and/or formation of footpath links outside of those already identified for upgrade. The invoking of a Public Path Creation Order under the Highway Act, is a process falling outside of Planning control.
- Concern has been raised regarding the impacts of cats on local wildlife.
- 3.32. This issue was not previously addressed within the original report, but cats within the neighbourhood will already be utilising the land. It is not considered that the keeping of a cat is a matter that can be controlled by the planning regime (where there would be no impact on protected sites) and restricting ownership of cats would not meet the tests set out under policy DM6 of the NPPF (2026) in terms of reasonableness or enforceability.
- 3.33. **Technical queries received**
- 3.34. The following queries have been received as a comment, as opposed to an objection, but raise a number of material planning considerations and are addressed below:
- Can the Council confirm that all relevant technical assessments, calculations and supporting evidence have been reviewed and updated to reflect the final proposal under consideration?
- 3.35. All necessary technical assessments, calculations and supporting evidence to enable an informed decision to be reached have been updated to support the latest proposals and reviewed by the Case Officer and, where relevant, reviewed by specialist consultees. While some documentation has not been updated to reflect the June 2026 revisions, it is not considered that the June amendments would require a fresh submission of all documentation, with technical assessments and drawings affected by the revisions having been updated as appropriate. It is considered that the information submitted is

acceptable to enable analysis and judgement of relevant issues and for an informed decision to be made.

- How has the Council satisfied itself that the wildlife corridors will continue to function following occupation rather than becoming predominantly recreational green spaces?
- Many of the claimed ecological and landscape benefits will only be realised through future habitat establishment and long-term management. How will these commitments be monitored, enforced and funded over the long term?

3.36. Landscape Management is addressed through landscaping conditions and condition 18 (requiring a Landscape and Ecological Management Plan (LEMP)) as set out at the end of this report. The LEMP must incorporate and build upon the mitigation, compensation and enhancement measures set out in the Ecological Impact Assessment, clearly identify the wildlife corridors, set out the long term design objectives, management responsibilities and maintenance schedules for these and other areas, and evidence compliance with the measures set out. This is in the interests of ensuring appropriate measures are in place to safeguard landscape and wildlife areas. For the avoidance of doubt, it is recommended that this condition be amended to include the identification of other key ecological areas in addition to wildlife corridors, and that it specifically seek details of means of safeguarding those areas from the impacts of human activity. The details of the final LEMP would be subject to agreement through a discharge of condition request in consultation with the Natural Environment Team. It is likely that stock proof fencing would be expected to safeguard key ecological areas from the disturbance of residents, and this, or other mitigation measures would be expected to be secured within the final LEMP.

- Does the Council consider the resulting level of habitat gain to be proportionate to the scale of ecological mitigation land being delivered?

3.37. Biodiversity net gain (BNG) is discussed at para 14.10.18-14.10.20 of the original report, which confirms an acceptable level of BNG would be achieved on site.

- Have Sport England's previous concerns been fully resolved? Have England Golf's concerns been addressed? Does any objection remain from either organisation?

3.38. The original report sets out at para 8.60 the latest comment from Sport England, including comments from England Golf, which raise significant concerns. These are considered in detail and addressed at para. 14.7.21 – 14.7.33 of the original report.

- Would welcome clarification on the intended delivery mechanism and expected timescale for the primary school delivery.

3.39. Provision of a school is addressed at para 14.6.85 of the original report and was further addressed during the committee meeting on 15 July, with the timeframe for the delivery of the school to be secured through a phasing plan as per condition 7. As per the original report, a review of education capacity is ongoing and the final delivery is likely to be dependent on the need within the area (noting the existing school is currently no longer over-subscribed) and will be subject to engagement with Dorset Council and/or the Department of Education, depending on who would be responsible for the delivery of the school, a matter that would be determined following the outcome of the application. A clause within the S106 legal agreement would require details of how the land is to be kept pending the delivery of the school.

- Have any viability concerns been raised by the applicant?
- Has any viability assessment been submitted?

3.40. The developer has not raised viability to be an issue and as such no viability assessment has been submitted with the application.

- Does the Section 106 legal agreement (S106) contain any viability review mechanism or re-appointed provisions?
- 3.41. The S106 is being prepared and is awaiting review, but does not currently include a viability review mechanism, and this does not form part of the Heads of Terms as set out in this report.
- Does the Council expect 35% affordable housing and associated infrastructure package to be delivered in full?
 - Could affordable housing provisions or infrastructure contributions be revisited following the grant of planning permission? Any future proposal to reduce affordable housing or infrastructure commitments should be subject to full transparency, public scrutiny and further consideration by members.
- 3.42. Affordable housing provision is addressed at sub section 14.9 of the original report and was also discussed at the committee meeting on the 15th July. As confirmed at committee, 35% affordable housing is expected to be delivered within each phase respectively, with phase A including a policy compliant 35% provision, and Phase B and C to likewise include 35% provision. Affordable housing provision and its delivery would be matters secured through a S106 legal agreement.
- 3.43. Affordable housing provisions could only be revisited in the future through an application to modify the S106 legal agreement, which if submitted would be the subject of publicity, and future consideration by Officers and would be determined in line with the National Scheme of Delegation. It is relevant to note, that an application cannot be determined based on risk of potential future applications being submitted to modify the scheme, and any such application would have to be determined in line with adopted policy at that time and considered on its own merits.
- Seeking clarification of which elements of the scheme's benefits are fully secured at this stage?
- 3.44. The Heads of Terms and conditions are set out at para 15 of the original report and para 10 of this report.
- Which elements remain dependent upon future approvals, management plans or technical submissions.
- 3.45. The conditions at para 15 of the original report and para 10 of this report set out detailed elements of the scheme which require further approval. This includes reserved matters relating to phase B, C and the school phase, and matters of detail reserved for subsequent approval through discharge of condition.

4. Report Update: having regard to updated policy

- 4.1. **National Planning Policy Framework (17 August 2026)**
- 4.2. Since the preparation of the original report an updated National Planning Policy Framework (NPPF) has been issued (Aug 2026).
- 4.3. The National Planning Policy Framework (NPPF), published on 17 August 2026, sets out the Government's national planning policies for both plan-making and decision-making in England.
- 4.4. When determining development proposals decision-makers are required to take a positive and proactive approach and to seek to approve sustainable development where possible.
- 4.5. The NPPF introduces a permanent presumption in favour of sustainable development, through Policies S3 to S5 (which replaces the former "tilted balance" contained in paragraph 11 of the previous NPPF) and sets out the principles for development within and outside settlements.

- 4.6. The Framework also confirms that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Annex A (implementation) of the 2026 NPPF at para 2 also sets out that development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight.
- 4.1. In this regard, Local Plan (LP) policy INT1 sets a presumption in favour of sustainable development consistent with NPPF policy S3, and part (i) and (ii) of LP policy SUS2 relating to the distribution of development towards sustainable settlements including Chickerell is also consistent with NPPF policy S4 which seeks to support development within settlements. It is thus considered that full weight can be given to these aspects of LP policy, and in turn full weight can be attributed to LP policy CHIC2 which is likewise consistent with the objectives of the updated NPPF of bringing forward development within sustainable locations. Having regard to the portion of the site which falls outside of the development boundary/site allocation (to the north and south of the site) policy SUS2 criteria (iii) of the Local Plan seeks to strictly control development having regard to the need for the protection of the countryside and environmental constraints. The overly restrictive nature of this criteria is materially inconsistent with criteria (j) of NPPF policy S5 which, unless the benefits of doing so would be substantially outweighed by any adverse effects, supports development outside settlements where development would address an evidenced unmet need and would be physically well-related to an existing settlement and of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; subject to other criteria.
- 4.2. On the 27th October, the Council published its latest Annual Housing Position Statement (AHP), which from the 1st November 2025 sets out the housing position for Dorset Council, which is now stated to be 2.53 years. In this regard, Dorset Council is no longer able to demonstrate a 5-year housing supply as required by National Policy.
- 4.3. In light of the Council's housing land supply position, criteria (j) of policy S5 is invoked and limited weight is given to criteria (iii) of policy SUS2, in accordance with para 1 and 2 of Annex A (implementation) of the NPPF.
- 4.4. Given no change to the housing supply position since the original report, and that the tilted balance consequently applied under the former NPPF, meaning less weight could be given to the housing policies of the LP, the overall position and outcome of the assessment contained within the original report, is not considered to have changed. Overall, it is not considered that the updated NPPF policies relating to sustainable development, the delivery of homes, creating high quality sustainable places and conserving and enhancing the environment, materially differs to the aims of LP policies relevant to this application, and as such, it is considered that with the exception of criteria (iii) of policy SUS2, full weight can continue to be applied to the relevant parts of Local Plan policies referred to within the original report.
- 4.5. In turn, the relevant policies of the Chickerell Neighbourhood Plan (policies CNP1, CNP4, CNP9, CNP10, CNP11 and CNP12) which seeks to support improved community facilities, safeguard the designated wildlife corridor, heritage coast and locally valued landscape from unacceptable impacts, enhance biodiversity and set out key design principles is considered to be consistent with the objectives of the NPPF and can continue to be given full weight in the determination of the application.
- 4.6. Relevant NPPF chapters and policies include:
- Section 3. Decision-making policies
Local planning authorities should approach decision making positively, proactively and proportionately. They should work with applicants through pre-application engagement and consultations and aim to resolve concerns through planning conditions or obligations where possible to avoid delay and to enable an approval

rather than a refusal. Applications that accord with the development plan, the NPPF and other material considerations should not be refused where they can clearly be approved.

- DM3: Determining development proposals
- DM4: Emerging development plan proposals
- DM6: Use of planning conditions and obligations
- DM7: Relationship with other regulatory regimes

- Section 4. Achieving sustainable development

The objective of the policies in this chapter is to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.

- S3: Presumption in favour of sustainable development
- S4: Principle of development within settlements
- S6 Neighbourhood plans and the presumption
- Section 5. Meeting the challenge of climate change

Planning decisions should support climate change mitigation and adaptation, including reducing greenhouse gas emissions, increasing resilience to climate impacts and directing development away from areas at unacceptable risk from flooding.

- CC2: Mitigation of climate change
- CC3: Adaptation to Climate Change
- Section 6. Delivering a sufficient supply of homes

Delivering a sufficient supply of homes. Planning decisions should give substantial weight to providing homes which will contribute towards meeting the evidenced accommodation needs of the community.

- H07: Meeting the need for homes
- H08: Providing affordable homes
- H013: Build out of residential and strategic sites
- Section 7. Building a strong, effective economy

Planning decisions should enable businesses to invest, expand and adapt in a way that reflects the opportunities, challenges and characteristics of different areas, and supports long-term economic growth both locally and nationally.

- Section 11. Facilitating the sustainable use of minerals

- M6: Safeguarding mineral resources and infrastructure through decision-making

- Section 12. Making effective use of land

Planning decisions should give substantial weight to proposals that make more effective use of land and buildings, while maintaining good design, living conditions and local character. Higher-density development is promoted within settlements in well-connected locations near public transport. Development that fails to make efficient use of land in accordance with the policy should be refused.

- L2 Making effective use of land
- L3: Achieving appropriate densities
- Section 14. Achieving well-designed places
- Development should be high quality, respect and enhance local character, deliver sustainable and attractive places, and accord with relevant design policies. Proposals that demonstrate good design and place-making should be supported, while those that fail to meet established design standards should be refused unless clearly justified.
- DP3: Key principles for well-designed places
- DP4 The design process
- Section 15. Promoting Sustainable Transport
- The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.
- TR3: Locating development in sustainable locations
- TR4: Street design, access and parking
- TR6: Assessing transport impacts
- TR8: Public rights of way
- Section 16. Promoting healthy communities
- The objective of the policies in this chapter is to promote the creation of healthy and inclusive places and support the provision of appropriate public services, by enabling development which can support this aim and seeking to retain, improve and deliver new facilities which are important for community wellbeing and minimising inequalities.
- HC3: Community facilities and public service infrastructure serving new development
- HC4: Proposals for new and improved community facilities, public service infrastructure and development providing public health benefits
- Section 17. Pollution, public protection and security
- The objective of the policies in this chapter is to ensure that new development is appropriate for its location, taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account; and that sufficient provision is made for development required for public safety and security.
- P2 Ground conditions
- P3: Living conditions and pollution
- P4: impact of development on existing activities
- P5: maintaining public safety and security
- Section 18. Managing flood risk and coastal change
- Development proposals should minimise risks to development arising from all sources of flooding and coastal change, taking into account the impacts of climate change, by steering development away from areas of risk, ensuring that development

will be safe for its lifetime without increasing flood risk elsewhere, and incorporating sustainable drainage systems where appropriate.

- F4: Assessing flood risk for decision-making
- F5: The sequential test
- F6: Development in areas at risk of flooding from rivers and the sea
- F7: Ensuring development is safe from flooding
- F8: Sustainable drainage systems and watercourses
- Section 19. Conserving and enhancing the natural environment

Development should conserve and enhance the natural environment by protecting important landscapes, habitats, biodiversity and trees, while maximising opportunities for nature recovery, green infrastructure and biodiversity net gain. Proposals should avoid significant environmental harm, prioritise land of lower environmental value where possible, and be sensitively designed in protected landscapes and coastal areas. Development causing unacceptable impacts on designated sites, irreplaceable habitats or biodiversity that cannot be adequately avoided, mitigated or compensated for should be refused.

- In National Landscapes substantial weight should be placed on the importance of conserving and enhancing their natural beauty.
 - Decisions in Heritage Coast areas should be consistent with the special character of the area and the importance of its conservation
 - Improving the natural environment biodiversity is to be protected and encourage net gains for biodiversity.
- N2: Improving the Natural Environment
 - N3: Trees in new development
 - N4: Protected Landscapes
 - N6: Areas of particular importance for biodiversity and geodiversity
 - Section 20. Conserving and enhancing the historic environment

Great weight should be given to the conservation of heritage assets.

- HE4: Securing the conservation of heritage assets
- HE5: Assessing effects on heritage assets
- HE6: Proposals affecting designated heritage assets
- HE7: Decisions on non-designated heritage assets
- HE9: Conservation areas

4.7. **Emerging draft Dorset Council Local Plan:**

4.8. In terms of the effects of the newly published NPPF on the weight to be attributed to the emerging draft Dorset Council Local Plan, the following advice is offered.

- 4.9. Policy DM4 (emerging development plan proposals) of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:
- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
 - the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and

- the degree of compliance of the relevant policies in the emerging plan with the policies for plan-making in the NPPF (the closer the policies in the emerging plan to the policies of the NPPF, the greater the weight that may be given to them).
- 4.10. The emerging Dorset Local Plan is being prepared in accordance with plan-making processes set out in the Levelling Up and Regeneration Act 2023 and Local Planning Regulations (2026). As the plan is still at an early stage of the plan making process, limited weight can be attached to it when taking decisions on planning applications. Decisions on planning applications should continue to be assessed against the policies in adopted development plans, national planning policy and any other relevant material considerations.
- 4.11. In terms of the implication on the considerations contained within the original officer report, the updated policy is not considered to alter the weight given to the emerging Local Plan to that given in the original report, and therefore the original assessment remains relevant and can be relied upon.
- 4.12. **Housing land supply**
- 4.13. In terms of the effects of the newly published NPPF on Council's land supply position, the following advice is offered.
- 4.14. Dorset Council is unable to demonstrate a 5-year housing supply. The position set out in the latest Housing Land Supply Report is 2.53 years. In addition, the adopted local plans are not designed to deliver the levels of housing needed under the Government's revised standard method. Recent calculations suggest a need of c. 3,246 new homes per year. Under the new NPPF, the consequence is that Policy S5(1)(j) applies. This supports granting permission for development outside of settlements that aims to address unmet need. It states that development needs to be "physically well-related to an existing settlement ... and be of a scale which can be accommodated taking into account the existing and proposed availability of infrastructure." However, Policy S5 suggests that permission should not be given when:
- "the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the [NPPF]"; or
 - "the nature of the development would make this inappropriate"
- 4.15. Policy S6 is very similar to paragraph 14 in the previous NPPF. For proposals involving housing, it affords greater weight to neighbourhood plan policies, where the neighbourhood plan is less than 5 years old, and the plan contains allocations to meet its identified housing requirement.
- 4.16. The latest Housing Delivery Test results (2025 measurement) show that insufficient homes have been delivered within the local plan area (88%) and that a local action plan is required.
- 4.17. In terms of the implication on the considerations contained within the original officer report, the updated NPPF policy is not considered to significantly alter the position having regard to the continued recognised need for housing within the area, and the substantial weight given to the delivery of housing and assessment contained within the planning balance in the original report remains relevant and can be relied upon.
- 4.18. **Effects of the updated NPPF (2026) on key material planning matters**
- 4.19. Consideration is given in the table below to the effects of the newly publicised NPPF having regard to the previous 2024 NPPF, including a review of any material changes in policy and the effects of this having regard to the considerations and recommendations contained within the original report.

Key 2024 NPPF references	Para 11 of the 2024 NPPF included a tilted balance in favour of sustainable development; section 5 related to delivering a sufficient supply of homes; para 225 seeks to safeguard Mineral Safeguarding Areas.
Summary conclusion within original report	Sub section 14.1 of the original report considers the principle of development on the site. Para 14.1.33-14.1.38 of the original report considers the policies within the 2024 NPPF including the presumption in favour of sustainable development under the tilted balance, with less weight subsequently given to Local Plan policy SUS2 (iii) in recognition of the Councils five year housing land supply position. Para 14.1.39-14.1.41 considers the impacts to the Minerals Safeguarding Area. The majority of the land subject of this application is part of a wider site, allocated for development under Policy CHIC2 of the adopted Local Plan. Neighbourhood Plan policies relating to land outside of the allocation also permit the facilitation of the development. Detailed consideration is given to the detailed requirements of these policies, and regard is given to the presumption in favour of sustainable development and impacts on the Minerals Safeguarding Area, and it is considered that the principle of bringing forward this allocated site for development would be acceptable in line with policy.
Assessment having regard to the 2026 NPPF	A permanent presumption in favour of sustainable development applies as per policy S4 of the 2026 NPPF. Policy S4 set out that (1) development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects when assessed against the national decision-making policies in the Framework. This is considered to align with the aims of para (d) of the 2024 NPPF. Policy S4 (2) sets out circumstances where the benefits are likely to be substantially outweighed by adverse effects. These include where the development proposal would (a) have a substantial adverse impact resulting from (i) conflict between the proposals and land allocations within the Development Plan, and (ii) in relation to the application of policies within the Framework for existing recreational land and facilities (HC7), Local Green Space (HC8), areas of particular importance for biodiversity and geodiversity (N6), Protected Landscapes (N4) and development within residential curtilages (L2(1)(d)); (b) where a development proposal would involve the whole or partial loss of undeveloped land used for a cemetery or burial ground, water storage and/or flood risk management; or (c) where a development proposal would fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances. In this case, the benefits are not considered to be substantially outweighed by adverse effects. The proposal would be in accordance with the allocation within the Local Plan, would not conflict with policies HC7, HC8, N4, N6 or L2 of the NPPF, it would not involve the loss of land used as a cemetery or for water storage and the proposal would comply with the national decision-

making policies which otherwise state that development proposals should be refused.

Having regard to the small part of development falling outside of the allocation, and in turn policy S5, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the Framework criteria 1 (j) supports development which would address an evidenced unmet need including, but not limited to, development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites or scores below 75% in the most recent Housing Delivery Test) and where the development would (i) Be physically well-related to an existing settlement and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure. These matters are considered at subsection 14.1 of the report and is considered to be met.

Policy S5 (2) sets out circumstances where the benefits are likely to be substantially outweighed by adverse effects. These include where the development proposal would fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances. Policy S5 (3) deters against isolated homes, and S5 (4) relates to development falling outside of categories covered, and S5 (5) refers to green belt and designated Local Green Spaces.

In this case, the benefits are not considered to be substantially outweighed by adverse effects. The proposal would comply with the national decision-making policies which state that development proposals should otherwise be refused in specific circumstances; the development falls within category 1(j) of the policy, and does not relate to green belt or a designated Local Green Space.

Given the above, it is considered that full weight can continue to be applied to the conclusions reached within the 'Principle of Development' section of the original report, such that the presumption in favour of sustainable development as referenced at para 14.1.33 continues to apply, and the balancing exercise at para 14.17.44 of the report remains unchanged.

Section 6 of the 2026 NPPF relates to delivering a sufficient supply of homes and is on the whole consistent with the aims of Section 5 of the 2024 NPPF. Policy HO13 in particular sets out provisions to significantly boost the supply of homes. This includes reducing delays in delivery of proposals for major development. The policy continues by setting out provisions for strategic sites, which the NPPF regards as relating to larger scale development than the application under consideration.

The provision of development on this site aligns with the aims of Section 6 of the NPPF and with regards to policy HO13, conditions on the consent seek to manage the implementation and phasing of the development.

	Policy M6 (Safeguarding mineral resources and infrastructure through decision-making) is considered to be consistent with the aims of para 225 of the 2024 NPPF, and the considerations set out in the original report, following consultation with the Minerals Authority, are considered to remain relevant. In light of the above, the key considerations as set out within sub section 14.1 of the original report are considered to remain relevant and are consistent with the provisions of the revised 2026 NPPF, such that the principle of development would be acceptable.
Environmental Implications	
Key 2024 NPPF references	Subsection 14 of the 2024 NPPF covered matters relating to meeting climate change, supporting renewable and low carbon energy and associated infrastructure. Para 163-167 of the 2024 NPPF were most pertinent. In turn, para 109-117 of the 2024 NPPF focussed on making provision to support walking and cycling.
Summary conclusion within original report	Environmental implications are considered at sub section 14.3 of the original report, and regard is given to locational considerations at subsection 14.1. The site itself is well located to facilities such that it is considered a sustainable location for housing and the scheme itself incorporates pedestrian and cycle links together with a route suitable for a bus, promoting use of sustainable modes of transport. Contributions to support the uptake of any future bus service or bike provision is to be secured through S106. Homes proposed as part of this scheme would be required to meet Future Homes Standards which seeks all new build homes to be future proofed with low carbon heating and be energy efficient. The scheme would incorporate additional energy saving elements including electric heating via air source heat pumps, provision of solar panels, advanced glazing and increased building fabric efficiencies and air tightness. In line with new Building Regulations Part S, and para 117(e) of the 2024 NPPF, all homes with on plot parking would be served with an EV charge point.
Assessment having regard to the 2026 NPPF	Policy CC2 (Mitigation of climate change) encourages sustainable patterns of development, energy conservation, and the creation of habitats which can act as carbon stores. Policy CC3 (Adaptation to Climate Change) has regard to minimising risk to climate change, including flood risk, which is considered separately, but also references minimising risks from overheating and taking into account measures to mitigate against wildfires. These policies in the main are consistent with the policies within the 2024 NPPF, but add specific reference to mitigating against wildfires where wildfires pose a particular risk, and emphasises the benefit of habitats and green infrastructure as carbon stores.

	The proposed development would have enhanced landscaped edges with woodland planting and habitat areas incorporated into the scheme, consistent with the advice within the NPPF. Notwithstanding proposals to enhance landscaping on the site, the site is not considered to be adjacent to heavily vegetated areas such that wildfires would pose a particular risk in this location. Having considered the environmental implications of the scheme against the 2026 NPPF, the proposal is considered to continue to comply with its policies, and the considerations as set out in the original report, when read in conjunction with the above assessment, are considered to remain relevant and consistent with policy such that the conclusions having regard to the environmental implications of the scheme remain unchanged.
Highways - access, movement and links, parking provision, and highway safety	
Key 2024 NPPF references	Para 109-117 of the 2024 NPPF related to promoting sustainable transport, with paras 115-118 being pertinent to considering development proposals. These paras sought schemes to prioritise pedestrian movement, ensure safe and suitable access, and ensure streets, parking areas and other spaces are appropriately designed. Para 116 stated that <i>“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”</i>.
Summary conclusion within original report	Sub section 14.5 of the original report considers matters surrounding access, movement and links, parking provision, and highway safety. It has regard to the assessment and conclusions of the submitted Transport Assessment and Travel Plan, forming part of Chapter 9 of the Environmental Statement. The Highway Authority consider that the submitted Transport Assessment is satisfactory and robust and that the residual cumulative impact of the development cannot be thought to be "severe". Para 14.5.5-14.5.7 of the original report considers access to the development; para 14.5.8-14.5.11 considers movement and connectivity having regard to the provision of the central avenue and confirms that the central avenue would incorporate (in the main) a segregated cycle and pedestrian route, with pedestrian and cycle connectivity secured running both north-south and east-west; the central avenue would also be designed to cater for a bus route. Para 14.5.12-14.5.14 and 14.5.15-14.5.21 considers movement and connectivity in terms of prioritising pedestrians and cyclists, and provides comment regarding the permeability of the development, the retention, enhancement and proposed diversion of public rights of way, establishment of cycle facilities, and connection with wider routes. Public rights of way are considered in more detail at para 14.8.46-14.8.50. Para 14.5.22-14.5.30 considers public transport provision and sets out provisions to support the route as a bus route. Para 14.6.31-14.5.36 considers the internal layout and design of streets together with parking provision, which is further considered within sub section 14.6 (Design and Layout) and in

	particular para 14.6.11-14.6.29. Para 14.5.37-14.5.40 considers service accessibility including emergency vehicle access. The Highway Authority have considered the application and consider the proposed works to be acceptable having regard to highway safety and raise no objection subject to minor revisions which can be secured through condition. In light of the above, the proposal is considered to be acceptable having regard to the provisions set out in Local Plan Policy COM7 (Creating a safe & efficient transport network) and COM9 (Parking Provision).
Assessment having regard to the 2026 NPPF	Section 15 of the NPPF relates to promoting sustainable transport. Policy TR3 (Locating development in sustainable locations) of the 2026 NPPF relates to locating development where (a) the location should limit the need to travel, particularly by private car; (b) where existing or proposed transport infrastructure can be optimised; (c) where any significant adverse impacts from the development on the transport network or on highway safety could be mitigated; and (d) where opportunities to mitigate environmental impacts from traffic can be taken (criteria (e) relates to rural areas as defined by the NPPF and do not relate to this site). To contribute to creating well designed places, policy TR4 (Street design, access and parking) requires proposals to (a) give priority first to walking, wheeling and cycle movements, and second, so far as possible, to facilitate easy access to high quality public transport; (b) to support these aims incorporate appropriate features such as permeable street networks, continuous footways and segregated cycle facilities, cycle parking, public seating and appropriate waiting facilities for public transport; (c) ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users; (d) allow for ease of access by service and emergency vehicles; and (e) provide a suitable number of parking spaces for a range of transport modes allow for the charging of electric vehicles in safe, accessible and convenient locations. The policy also sets out that the principles set out in national design guidance should be used to inform how this policy is applied. TR6 (Assessing transport impacts) sets out the need for an appropriate Transport Statement and Travel Plan and the expectations surrounding the assessments within these documents. TR6 (4) states that development proposals should be refused if they would have a severe adverse impact on the transport network or an unacceptable impact on highway safety. TR8 (Public rights of way) sets out that development proposals should (a) protect and enhance the network of public rights of way, including through suitable diversions agreed with the highway authority; and (b) take opportunities to extend, link or improve the quality of existing routes where this enables (i) improved access to green spaces; (ii) connections between local and long distance routes; (iii) the provision of accessible, safe and convenient links to services and facilities and/or improved connections with public transport stops.

	These policies are considered to be consistent with the aims set out within the 2024 NPPF, such that the assessment contained within the original report remains relevant. Having regard to policy TR3, the proposed development is considered to be located within a sustainable location such that the aspirations of TR3 (a)-(d) are met. The report robustly covers matters relating to TR4 and considers these aspects having regard to the National Design Guide, and these matters are also included within the planning balance. Policy TR6 is considered to have been addressed and the Highway Authority have confirmed that the highway related impacts cannot be considered to be severe. Matters relating to TR8 are also addressed within the report, and expanded upon within this addendum.
Scale, design, impact on character and appearance	
Key 2024 NPPF references	The 2024 NPPF at para 131 set out that the creation of high quality, beautiful and sustainable buildings and places was fundamental to what the planning and development process should achieve, placing great importance on good design. Para 135 set out expectations for development proposals, para 136 placed importance on the contribution of trees and para 136-140 all focus on seeking well designed places. Reference to the National Design Code is made and National Design Code is also made.
Summary conclusion within original report	At sub para 14.6 detailed consideration is given to the design and layout of the scheme having regard to scale, design quality, and impact on character and appearance, with reference to the former NPPF and National Design Guide throughout, as well as the National Design Code, Building for a Healthy Life and Secure by Design. The report likewise sets out the evolution of the scheme informed by engagement with Officers and Design Review panel. Regard is given to access and movement, including regard given to Inclusive Mobility Guidance. Surveillance of public spaces, the importance of lighting and placement of landscape features, access to properties and placement of windows in the context of safety by design is considered within sub section 14.6 and 14.8; Subsection 14.6 considers the detailed design of and placement of properties and how they respond to the street in respect of built form; and goes on to consider character and street scene having regard to fundamental design principles including identity and context, influenced through materials, boundary treatments, and built form. Subsection 14.6, together with subsections 14.8 and 14.10, considers the design of public spaces, taking into account local viewpoints and the provision of natural features as well as facilities such as the school, and has regard to the interaction of these spaces having regard to topography, landscaping, habitat creation, desire lines, movement and accessibility, providing pleasant places for people to gather that support a healthy lifestyle.

	Climate and environmental considerations are considered at sub section 14.3. The report concludes that overall, it is considered that the revised scheme goes some considerable way to improve the built environment. Buildings would more cohesively respond to the street, providing a more continuous building line and with less ad hoc variation in height would establish a stronger rhythm of development within streets. There continues to be concerns regarding detailed elements such as placement of chimneys, lack of detailing and use of split level materials that weaken the schemes response to local context and character. Further, owing to loose application of the parameters defining different character areas, there would be little distinct differentiation in character between areas within phase A. Other matters that challenge design quality relate to the treatment of the central avenue, treatment of parking, and concerns surrounding the western most pedestrian link. It is considered that the revised scheme, despite some misgivings surrounding character, goes some way to address officer concerns, however, given the high bar set by policy to deliver high quality developments, there are nonetheless a number of elements that let the scheme down and it is therefore questionable whether the proposal truly meets the 'high quality' expectation as set out in Local Plan Policy ENV12 and National Planning Policy Framework (NPPF) para 135. This matter needs to be weighed in the planning balance.
Assessment having regard to the 2026 NPPF	Section 14 of the NPPF relates to promoting high quality, healthy, inclusive and sustainable places. Policy DP3 (key principles for well-designed places) is consistent with the Nation Design Guide in which the application has been assessed and sets out at criteria 1 that development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. At criteria 2 it sets out that to create well-designed places, development proposals should also reflect relevant aspects, as appropriate to the nature of the development and its location of principles set out at (a)-(g). In line with para 139 of the 2024 NPPF criteria 3 sets out that proposals should be refused if, without clear justification, they conflict with paragraph 1 of this policy or relevant aspects of the principles in paragraph 2, or with any explicit design standards set out in the development plan. It sets out that substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals. Criteria 4 refers to the Design and Placemaking planning practice guidance and criteria 5 gives substantial weight to outstanding or innovative design. In summary, the principles set out at criteria 2 include (a) liveability: supporting healthy, mixed, vibrant and integrated communities; (b) climate: contributing to climate change mitigation and adaptation and the transition to

net zero; (c) nature: incorporating and/or connecting to a network of high quality, accessible, multifunctional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate change resilience and improve air and water quality; (d) movement: providing good connections to the wider settlement, and prioritising walking, wheeling, cycling and public transport; (e) built form: using the pattern of buildings to define the arrangement of streets, squares and other spaces, promoting compact forms of development to optimise the site's potential, distinguishing between public and private areas, creating focal points and, where appropriate, enhancing views into and out of the scheme; (f) public space: include spaces that are safe, secure, inclusive, and accessible for all, encouraging social interaction and play and high quality, clear and legible pedestrian and cycle routes, a variety of recreational spaces and offering natural surveillance; and (g) identity: creating visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

The policy criteria of DP3 and principles set out at criteria 2 are consistent with, and build upon, the provisions set out in the 2024 NPPF. The principles are in turn consistent with those principles imbedded within the National Design Guide which the application has been assessed against.

Policy DP4 (the design process) encourages early engagement, access to design review, the submission of clear plans and seeks to ensure quality is not watered down through future applications.

Policy P5 (maintaining public safety and security) seeks to ensure safety and threats to safety are anticipated and mitigated against through the design of the scheme.

The current scheme has been informed following engagement with the Local Authority and Design Review, with details of the proposal clearly set out in line with policy DP4. The key principles set out under criteria 1 and 2 of policy DP3 (which are consistent with previous National Guidance) together with safety by design are considered within the body of the original report. Those considerations, and the conclusions reached at para 14.6.88-14.6.90 of the original report, recognising the importance of creating well-designed places, and setting out the benefits and any misgivings within the scheme remain relevant and unchanged having regard to considerations under the above NPPF policies, as does the balancing exercise at subsection 14.17.44. Within this balancing exercise design quality is carefully weighed against the benefits of the scheme, recognition is given to the various iterations worked up and engagement with the Design Review Panel, and consideration is given to the site constraints and challenges faced in bringing this site forward for development, such that it is not considered that policy DP3(3) would present reason to refuse the application owing to unjustified impacts to design quality.

Housing density	
Key 2024 NPPF references	Policy 129-130 of the 2024 NPPF seeks to support the efficient use of land, and where there is a shortage of land for meeting identified housing needs, it places importance on ensuring low density development is avoided and ensuring development optimise the use of each site.
Summary conclusion within original report	The report at para 14.6.46 touches upon the need to balance design aspirations and consideration of local context with the need to ensure layouts and street patterns prioritise pedestrians and cyclists and make efficient use of the land while meeting other policy requirements such as drainage, open space, and landscaping. While the report sets out the design challenges encountered on the site, and acknowledged the various iterations and reduction in housing numbers, it does not provide detailed commentary on density.
Assessment having regard to the 2026 NPPF	Policy L3 (achieving appropriate densities) (1) seeks to ensure proposals make efficient use of the land, taking into account the identified need for different types of housing and other development, local market conditions, the availability of infrastructure (including that supporting sustainable transport modes) and its scope for improvement, a site's connectivity and the importance of securing well-designed, attractive and healthy places. To contribute to making efficient use of land L3(2) seeks that (a) proposals within settlements contribute to an increase in density, unless there is clear justification such that it would be inappropriate or not possible and (b) on allocated sites ensure that development footprints make the best use of a site's development potential. Criteria L3(4) sets out that development proposals that do not make efficient use of land in accordance with para (2) of the policy should be refused. To ensure dwellings respond appropriately to local context from a design perspective, and having regard to the elevation within the site and topographical constraints, it is considered that the resultant development footprints makes best use of the sites development potential in line with policy L2(2)(b), incorporating apartment blocks where appropriate. While the site does not represent a marked increase in density compared to surrounding development (having regard to criteria L3(2)(a)), it is considered that this is appropriately justified in this case. In this regard, various submissions showing higher housing numbers (originally 502) have been submitted to the Council since the application was made, none of which have presented acceptable treatment of streets and spaces, particularly owing to topographical issues amongst others. In the previous iteration for 393 units the Urban Design Officer raised specific concern regarding the quantum of development, which is considered to have been addressed by the current proposals. It is considered that to achieve an increase in density from that currently proposed would compromise the quality of design and amenity of future occupiers, such that it would be inappropriate. Owing to the above, it is considered that the proposed density of housing is justified in

	line with the provisions of L3(2), and L3(4) would not thus present reason to refuse the development. Criteria L3(3) goes on to expect that minimum densities of 35 dwellings per ha within the net deliverable area of a site should be exceeded where possible, especially in areas of high connectivity, to optimise the efficient use of land. The overall density of housing having regard to the net deliverable area of the site as a whole (including land to accommodate the central avenue and segregated foot/cycle ways, but excluding land set aside for the school), would be approximately 28.3 dph. When assessing density policy L3(3) requires consideration of the site's connectivity. Under the Government's connectivity tool, the site achieves a connectivity score of between 50 and 57. This shows the site has relatively good connectivity, but lacks access to facilities that would enable a high score to be obtained. Taking on board that the site is not within an area of high connectivity, and having regard to the site constraints and the design related issues resulting from previous proposals of higher housing numbers, as referenced above, it is considered that the proposed scheme makes efficient use of a steeply sloping site and the density proposed is appropriate having regard to the site constraints and its local context.
Impact on the living conditions of the occupants and neighbouring properties	
Key 2024 NPPF references	Para 135 (f) of the 2024 NPPF seeks to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users. Para 187 (e) seeks to ensure that development proposals are not comprised by unacceptable levels of soil, air, water or noise pollution or land instability, and para 198 seeks to safeguard development from the impacts of noise. Para 200 sets out the agent of change principle.
Summary conclusion within original report	Sub section 14.7 of the original report relates to residential amenity. It is not considered that the proposed development would significantly detract from the residential amenity of existing occupiers through loss of light, privacy, noise or general amenity, in accordance with Local Plan policy ENV16. The presence of significant retaining features to the rear of properties would compromise the rear garden space and outlook for future occupiers and this matter is weighed in the balance having regard to the benefits of managing levels within plots as opposed to in the public realm. Having carefully reviewed the level of risk from ball strike from the adjoining golf course, the appropriateness and feasibility of mitigation features and their impacts, the proposed land use of those areas subject to high levels of risk, and the impacts of the development on third parties having regard to

	the agent of change principle, it is considered that the June 2026 revisions to the layout of the scheme ensure significant risk can be avoided by ensuring public access and housing is kept away from those areas most at risk.
Assessment having regard to the 2026 NPPF	Policy P3 (living conditions and pollution) seeks healthy living conditions for existing and future occupiers having regard to light, noise, and other pollution sources. Policy P4 (impact of development on existing activities) at criteria 1 seeks to safeguard existing uses from unacceptable impacts of new development, as per the former NPPF agent of change principle. Criteria 2 sets out that where such impacts are likely, development proposals should (a) consider the scope for mitigation and (b) demonstrate that suitable mitigation can be provided prior to occupation. Policy P5 (maintaining public safety and security) seeks to ensure safety and threats to safety are anticipated and mitigated against through the design of the scheme. The assessment at sub section 14.7 of the original report is considered to adequately review matters relating to residential amenity and safety considerations, specifically in respect of the adjacent golf course and adjacent battery storage site. Having regard to the above policy criteria, it is considered that the assessment and conclusion at 14.7.50-14.7.54 contained within the original report, read in conjunction with this addendum, remains relevant and can be relied upon.
Impact on landscape	
Key 2024 NPPF references	Para 189 of the 2024 NPPF placed great weight on conserving and enhancing landscape and scenic beauty. Para 135 (b) and (e) of the NPPF sought that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, and incorporate green spaces. Para 136 stated that <i>‘trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible....’</i>
Summary conclusion within original report	Sub section 14.8 of the original report considers the impact on the visual amenity of the area, including its landscape impact. Consideration is given to the character of the area and its position outside the Dorset National Landscape, but partly falling within Land of Local

	Landscape Importance (LLLI), recognising that the land comprises a locally valued landscape. Detailed consideration is given to the effects of the development on the landscape. Subject to conditions, including a revised landscape scheme and phasing plan, the submission seeks retention and enhancement of existing natural features such as trees and hedgerows where practicable and provides robust east-west green infrastructure and wildlife corridors; creates green focal points within the development acting as gateway locations and presents visually attractive spaces through landscaping. Green open spaces are interspersed with trees and landscape for the community to enjoy, while offering opportunity for amenity and play. The inclusion of street trees and wider strategic planting would be to the benefit of integrating the development visually, enhancing biodiversity and creating well-designed places for the enjoyment of future occupiers and the wider community It is concluded that the proposed development would not have a significant impact on the setting of the National Landscape and the scheme design would safeguard the LLLI from the impacts of development. As such, the scheme would be in compliance with Local Plan policies ENV1, ENV3, ENV10, and CHIC2; Neighbourhood Plan policies CNP10 and CNP11, and NPPF para 135-136 and 189.
Assessment having regard to the 2026 NPPF	To contribute positively to the natural environment and support nature's recovery, criteria 1 of policy N2 (improving the Natural Environment) sets out criteria (a) – (g) that it expects proposals should address. Those relating specifically to landscape impact include (in summary) (a) consideration of the environmental qualities of land; (b) taking account of the quality of agricultural land; (d) to conserve and enhance existing natural features of visual, historic or nature conservation value where possible; and use appropriate landscaping to help create a well-designed place and integrate the development into its surroundings; (e) use green infrastructure provided as part of the scheme and nature-based solutions to secure multiple benefits; and (g) ensure that green infrastructure and other features to support nature are located and designed to minimise risk of future failure, and that appropriate measures are in place for any necessary long-term management. Criteria 2 and 3 of policy N2 relates specifically to biodiversity. Policy N3 (trees in new development), in recognition of the benefits which trees can provide for biodiversity, climate change mitigation and adaptation, and the character and quality of the built environment, expects development proposals should (a) make new streets tree-lines, and incorporate trees in other suitable locations; (b) ensure that the selection of species and their placement is compatible with highways and other infrastructure requirements and the needs of different users of public spaces; and make provision for the long term maintenance of existing and newly planted trees. Policy N4 (protected landscapes) is relevant having regard to impacts on the Dorset National Landscape, and at criteria 1 places substantial weight on the importance of conserving and enhancing such landscapes. Criteria 2

	and 3 relate to development within the National Landscape, and are therefore not applicable to this scheme, and criteria 4 expects that development proposals within the setting of protected landscapes should be sensitively located and designed to avoid or minimise adverse impacts. It is considered that the above policy provisions are in line with the aspirations of the former NPPF, and likewise National Guidance, such that the original report is considered to adequately address the considerations falling under these policies. It is not considered that the proposal would conflict with the policies within the 2026 NPPF and the conclusions of the original report are considered to remain relevant and unchanged.
Affordable Housing	
Key 2024 NPPF references	Section 5 of the 2024 NPPF set out the need to consider the provision of affordable housing, which should be of a mix to respond to local need.
Summary conclusion within original report	Sub section 14.9 (affordable housing) of the original report considers affordable housing and housing mix. At sub section 14.17 (summary of issues and planning balance) and specifically para 14.17.8, substantial weight is applied to the provision of affordable housing in the planning balance. In summary, the proposed development would provide 35% affordable housing in line with Local Policy. As proposed, affordable housing is well distributed throughout the site and there appears to be no discernible difference in design, layout or parking provision. This will help create a more mixed and balanced community where different tenures are well integrated into the scheme. The proposed development is considered to comply with policies HOUS1 and HOUS2 of the adopted Local Plan.
Assessment having regard to the 2026 NPPF	Policy HO7 places substantial weight to the benefits of providing homes which will contribute to meeting the evidenced need of the community. In turn policy HO8 seeks to ensure developments meet the development plan requirements for affordable housing. It is considered that the conclusions set out in the original report and included within the planning balance remain relevant and unchanged in respect of affordable housing provision.
Biodiversity	
Key 2024 NPPF references	Para 187 and 192-195 of the 2024 NPPF relate to mitigating and enhancing biodiversity. In terms of conserving and enhancing the natural environment, para 187 sets out that developments should minimise impacts and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs. Para 193 (a) sets out that '<i>if significant harm to biodiversity</i>

	<i>resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused’.</i>
Summary conclusion within original report	Sub section 14.10 considers ecology, with para 14.10.5-14.10.17 relating to protection of species, paras 14.10.18-14.10.20 relating to biodiversity net gain, and 14.10.21-14.10.25 considering protected habitats. Subject to the conditions securing a dormouse bridge, tunnels for small mammals and amphibians, and final details relating to landscaping, lighting strategy, reworking highway components and a CEMP and LEMP, together with mitigation for the Chesil and the Fleet secured via a S106 agreement, it is considered that significant harm to protected species and habitat sites can be avoided, and the functioning of the Chickerell Wildlife Corridor maintained, in accordance with Local Plan policy ENV2 and Neighbourhood Plan policies CNP4 and CNP12, and para 192-195 of the NPPF. In line with the above policy, it is considered that the proposed developments would provide a net increase in biodiversity.
Assessment having regard to the 2026 NPPF	To contribute positively to the natural environment and support nature’s recovery, criteria 1 of policy N2 (improving the Natural Environment) sets out criteria (a) – (g) that it expects proposals should address. In summary, having regard to biodiversity, these relate to (c) taking suitable opportunities to connect to and strengthen ecological networks; (d) to conserve and enhance existing natural features of visual, historic or nature conservation value where possible; and use appropriate landscaping to help create a well-designed place and integrate the development into its surroundings; (e) use green infrastructure provided as part of the scheme and nature-based solutions to secure multiple benefits; (f) minimise any adverse impacts on biodiversity and include features which support priority or threatened species such as swifts, bats and hedgehogs; and (g) ensure that green infrastructure and other features to support nature are located and designed to minimise risk of future failure, and that appropriate measures are in place for any necessary long-term management. Criteria 2 of policy N2 states that if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for, then the development should be refused. Policy N6 (areas of particular importance for biodiversity and geodiversity) sets out provisions where proposals impact (a) habitat sites (a site of international importance), (b) a site of national importance such as Sites of Special Scientific Interest (SSSI) and (c) sites of local importance. These provisions requires Appropriate Assessments to be undertaken for habitat sites, and either no impact or for the impact to be outweighed in the planning balance by the benefits of the scheme. Irrespective of the sites status, criteria 2 states that development proposals which would entail the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons.

	Through the retention and enhancement of existing natural features, the provision of wildlife corridors and habitat creation, together with appropriate mitigation for priority or threatened species including (but not exclusive to) bats, birds, hedgehogs, and dormice, together with conditions to secure the long term management, it is considered that the proposal responds appropriately to the provisions set out in policy N2.1. Criteria 2 carries forward the previous provisions under the 2024 NPPF 193 (a) and in this respect there is no change to the conclusions reached. Policy N6 likewise carries forwards the expectations set out in the 2024 NPPF. Given the above policy provisions are in line with the aspirations of the former NPPF, and likewise National Guidance, the original report is considered to adequately address the considerations falling under these policies. It is not considered that the proposal would conflict with the policies within the NPPF and the conclusions of the original report are considered to remain relevant and unchanged.
Flood risk and drainage	
Key 2024 NPPF references	Paragraphs 170, and 173-175 of the National Planning Policy Framework (NPPF) seek that development should be steered to areas with the lowest flood risk. Given the sites allocation within the Local Plan the site has already been sequentially tested. In these circumstances para 180 of the NPPF sets out that the sequential and exceptions test need not be applied again. Para 181 and 182 of the NPPF seek that flood risk is not increased elsewhere and that development proposals incorporate sustainable drainage systems.
Summary conclusion within original report	Sub section 14.11 of the original report considers matters relating to flood risk. Adopting a combined approach to surface level and below ground attenuation storage to manage water across the site is justified owing to the benefits to placemaking, and the proposed scheme is considered to be acceptable on flood risk grounds, and in accordance with the provisions of Local Plan policy ENV5, and is considered to accord with the aims of para 181 and 182 of the NPPF (2024), supported by the National Planning Policy Guidance on Flood Risk.
Assessment having regard to the 2026 NPPF	In line with the requirements of Policy F4 (assessing flood risk for decision-making) the application is accompanied by an appropriate Flood Risk Assessment. To ensure development is steered towards the areas at lowest risk of flooding policy F5 (the sequential test) seeks to apply a sequential test approach to development proposals; however criteria F5(2)(a) removes this requirement where allocated sites such as this one have already been sequentially tested at the Local Plan stage.

Policy F6 (development in areas at risk of flooding from rivers and the sea) (1)(a) and (b) states that development proposals should be refused if the use is incompatible with the risk from river or sea flooding, as set out in Annex F, table 3, which relates to the level of flood risk and vulnerability of the development.

In this regard the site contains an area of flood zone 2 and 3a running through the middle part of the site reflecting the position of the Southill Watercourse. While no development capable of occupation is proposed within the high risk area, as the site includes the provision of housing and a school, the development would be regarded as more vulnerable. In line with Annex F, table 3, the development proposed would not be regarded as incompatible triggering reason to refuse and in line with policy F6(2)(a) the exception test need not be applied where the site has been allocated through the Local Plan process, as in this instance.

It is considered that the above policy provisions are consistent with the requirements of the 2024 NPPF which the site was originally assessed against.

Policy F7 (ensuring development is safe from flooding) seeks to ensure development is safe from flooding and seeks to ensure risk of flooding is not increased elsewhere. F7(2) indicates that development within a location known to be at risk from flooding, should be refused unless (a) within the site the most vulnerable development is located in areas of lowest flood risk (unless there are overriding reasons which justify a different arrangement); (b) the development will be safe throughout its lifetime taking account of the vulnerability of its users; (c) any residual risk can be safely managed, and safe access and escape routes are included where appropriate, as part of an agreed emergency plan; (d) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment; and (e) it can be demonstrated that flood risk will not be increased elsewhere.

In this case, the central avenue would briefly run through flood zone 2 and 3, but access for future occupiers would be maintained at both its northern and southern extent falling within flood zone 1, and it is considered that the road could quickly be brought back into use following any flood event; in line with guidance, the most vulnerable development would be located at areas subject to the lowest flood risk areas, within flood zones 1. Consideration is given within the original report to matters surrounding flood risk, including risk of flooding on and off site, and those considerations are considered to remain relevant. It is considered that the proposed development would be safe throughout its lifetime, any residual risk could be safely managed, and flood risk would not be increased elsewhere.

Further, in line with the provisions of policy F8 (sustainable drainage systems and watercourses) (1) and (2) an appropriate sustainable drainage system is proposed and this is discussed in detail within the original report. Criteria F8(3) seeks that where possible, developments should remove

	existing culverts and re-naturalise river channels, unless to do so would increase flood risk. Owing to the need to accommodate the central avenue, it would not be possible to avoid use of culverts in this case. In light of the above, the policies within the updated 2026 NPPF are consistent with the requirements of the 2024 NPPF. In turn, it is considered that the proposed development complies with the provisions of policy F4, F5 F6, F7 and F8, and the policies do not give reason to refuse the application on flood risk grounds. It is considered that the assessment of flood risk and conclusions reached within the original report remain sound and relevant when considering the application against the updated NPPF.
Impact on heritage assets	
Key 2024 NPPF references	Section 16 of the NPPF, and specifically paras 212-216, requires great weight be given to the conservation of heritage assets having regard to their significance and the effects of the proposal on their significance. Para 212 of the National Planning Policy Framework (NPPF) sets out that great weight should be given to the conservation of designated heritage assets. Para 213 goes on to state that <i>‘any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification’</i>. Para 215 sets out that <i>‘where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use’</i>. Para 216 of the NPPF sets out that <i>‘the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset’</i>.
Summary conclusion within original report	Taking into account the lack of harm to the significance of identified designated heritage assets and an acceptable level of harm to non-designated heritage assets by the development, it is considered that the proposed scheme would be acceptable and would comply with the provisions of Local Plan policy ENV4 and para 212-216 of the NPPF.
Assessment having regard to the 2026 NPPF	Policy HE4 (securing the conservation of heritage assets) relates to proposals which would affect the significance of heritage assets. In this case, the original report concludes that the proposals would result in no harm to designated heritage assets, but would result in less than substantial harm to non-designated heritage assets, owing to the resulting loss of the lime kiln, and affect on the Romano-British field system. In such circumstances, policy HE4(1) seeks that heritage assets be conserved in a manner appropriate to their significance by (a) maintaining a use consistent with their conservation and (b) avoiding, or minimising, harm

to the significance of the heritage assets. The retention of the existing hedged boundaries would to some extent retain some of the historic field enclosures and through the archaeological evaluations and the recording of finds, the significance of these features has been captured. It is nonetheless difficult to conclude that the proposed use for housing and a school would be consistent with the conservation of these features, and this needs to be weighed in the balance.

HE4(2) relates to designated heritage features, to which no harm is considered to result, and criteria (3) and (4) are not considered to be relevant.

Policy HE5 (assessing effects on heritage assets) requires proposals to be accompanied by an appropriate assessment of heritage assets, including archaeological features, and it is considered that the proposal meets the requirements set out.

Policy HE6 (proposals affecting designated heritage assets) places substantial weight on the conservation of designated heritage assets, and requires any harm to be carefully weighed against the public benefits of the scheme, with substantial harm potentially triggering reason to refuse, subject to certain circumstances. Policy HE9 (conservation areas) relates to the conservation of conservation areas. The provisions of these policies are on the whole consistent with the provisions within the 2024 NPPF and the assessment of the effects of the proposal on the significance of designated heritage assets, including the conservation area, and the conclusions, of no resulting harm, contained within the original report remain relevant. In this regard, the proposed development is considered to comply with the provisions of policy HE6 and HE9.

Policy HE7 (decisions on non-designated heritage assets) (2) and (3), where a development proposal would harm the significance of a non-designated heritage asset, it requires that the harm be weighed against the public benefit.

The original report concludes that, having regard to the significance of the non-designated heritage assets (of local interest), and the archaeological evaluation that has allowed for the recording of finds, the impacts would be acceptable; and weighed in the balance, the resulting impact to these assets is not considered to outweigh the benefits of the scheme (including bringing forward an allocated site for the delivery of housing and a school) or cause significant harm to warrant refusal. These conclusions remain relevant having regard to the provisions of policy HE7.

Given the above policy provisions are in line with the aspirations of the former NPPF, and likewise National Guidance, the original report is considered to adequately address the considerations falling under these policies. It is not considered that the proposal would conflict with the policies within the NPPF, nor do the policies give reason to refuse the application,

	and the conclusions of the original report are considered to remain relevant and unchanged.
Contaminated Land	
Key 2024 NPPF references	Para 196 and 198 of the 2024 NPPF seeks to ensure development does not result in an unacceptable risk of pollution to waters, the environment, future occupiers or neighbouring uses.
Summary conclusion within original report	The proposed works, subject to appropriate conditions, are considered to be acceptable and to comply with the provisions of Policy ENV9 of the Local Plan, and para 196 and 198 of the NPPF.
Assessment having regard to the 2026 NPPF	Policy L2 (making efficient use of the land) (1) seeks that substantial weight be given to the benefits of proposals which would remediate contaminated land. Further, the need for appropriate remediation is supported by policy P2 (ground conditions) in the interests of mitigating risks. It is considered that, consistent with the requirements of the above policies, appropriate assessment and remediation would be secured as part of the consent, and the conclusions set out within the original report remain relevant and consistent with the updated NPPF.
Infrastructure	
Key 2024 NPPF references	The 2024 NPPF seeks that planning obligations be sought where all three of the tests set out below are met: • necessary to make the development acceptable in planning terms; • directly related to the development; and • fairly and reasonably related in scale and kind to the development. At para 98, the 2024 NPPF seeks that decisions should plan positively for the provision and use of community facilities to enhance the sustainability of communities and residential environments.
Summary conclusion within original report	Sub para 14.15 of the original report reviews infrastructure provision. In particular, para 14.6.59- 14.6.75 of the original report reviews the need for open space and play and has regard to addressing impacts through both on and off-site provision. The assessment is made having had regard to national guidance including Fields in Trust Guidance, Secure by Design, and Natural England's Green Infrastructure Planning and Design Guide. Condition 16 seeks to secure a comprehensive Play Strategy which is required to be prepared having regard to National Guidance. Para 14.15.22-14.15.26 of the original report reviews recreational facilities in line with Sports England's Guidance, including their Playing Pitch Strategy and Facilities Calculator.

	Contributions are also sought towards affordable housing provision (on site delivery), NHS, Chesil and the Fleet mitigation, education (on and off site), Willowbed Hall improvements, footpath upgrades and towards promoting bus and cycle use (on and off site). The financial contributions are evidenced through consultation with Chickerell Town Council, relevant consultees, and through your Officer's assessment of the direct impacts that the proposed additional housing would have on existing infrastructure. The financial figures are based on the best available information including local best practice and regard has been given to national guidance & policy to ensure obligations remain proportionate to the scale of development and reasonable in all other regards. No viability appraisal has been submitted and it is not contested that the cost cannot be met while securing the development. The contributions have therefore been demonstrated to be reasonable, necessary and proportionate, to meet the regulations for Community Infrastructure Levy and the NPPF, and have in turn been agreed in principle by the developer.
Assessment having regard to the 2026 NPPF	HC3 (community facilities and public service infrastructure serving new development) (1) seeks that housing development which could give rise to significant numbers of additional people living in the area should (a) be informed by an understanding of the need for any associated improvements to community facilities and public service infrastructure and (b) provide for new or improved community facilities and public service infrastructure which are necessary for the development to be acceptable in planning terms. HC3(2) requires consideration of best practice to identify improvements in the quantity and quality for recreational land and facilities, including Natural England's Green Infrastructure Standards, Fields in Trust recommendations and Sport England Guidance. HC3(3) relates to securing the timely delivery of such facilities. Sub para 14.15 of the original report reviews infrastructure provision, taking on board the need for improvements of local community facilities, infrastructure provision on and off site, considers the recommendations contained within National Guidance, and seeks to secure necessary improvements and provision through the Heads of Terms and conditions set out, in line with the provisions of policy HC3. HC4 (proposals for new and improved community facilities, public service infrastructure and development providing public health benefits) (1) places substantial weight on the benefits of providing new or improved public service infrastructure (including education facilities) or community facilities (including facilities for play, sport and informal recreation), and where proposals make a demonstrable contribution towards promoting good health. HC4 (2) promotes early engagement with the community to support this.

	It is considered that the policies of the 2026 NPPF are broadly consistent with those of the 2024 NPPF, and that the substantial weight given to the provision of a school and significant weight given to the provision of open space in the planning balance is consistent with the updated NPPF. It is considered that the conclusions of the officer report remain relevant and consistent with NPPF policies HC3 and HC4.
Planning Balance	
Summary conclusion within original report	It is noteworthy the various submissions that have been submitted to the Council since the application was made, none of which have presented acceptable treatment of streets and spaces, particularly owing to topographical issues amongst others. Impacts associated with the steep sloping nature of the site are significant, but to some extent unavoidable if development is to be brought forward on this allocated land, and therefore these impacts need to be weighed against the substantial benefits of delivering much needed housing, including affordable housing, at a time when the Council is unable to demonstrate a 5 year housing land supply. The latest submission, while not without its impacts, presents significant improvements to a number of matters compared to previous iterations having regard to providing a successful development that best meets the objectives of planning policy. The assessment at para 14.7 sets out the benefits and the impacts of the proposed development and consideration has been given to the policies of the development plan, the NPPF and other relevant material considerations. The presumption in favour of sustainable development as set out at Paragraph 11d of the NPPF is engaged due to the Council's lack of 5 year housing land supply. Having regard to 11d(i) it is considered that the application of the policies in the Framework that protect areas or assets of particular importance do not provide a strong reason for refusing the development and regard must therefore be had to 11d(ii). Para 11d(ii) of the NPPF says that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination. The assessment of the benefits and impacts, as above, sets out the weight attributed to them. It is considered that as a result of the latest iteration of plans (June 2026) and the ability to further refine details at condition stage that the planning balance is such that the benefits of the scheme, namely the housing delivery, provision of affordable housing, provision of land for a school and the provision of high quality amenity space are not significantly and demonstrably outweighed by the adverse impacts of granting planning permission and therefore in accordance with the presumption in favour of

	sustainable development in the NPPF planning permission should be granted.
Assessment having regard to the 2026 NPPF	The presumption in favour of sustainable development remains in place under the updated 2026 NPPF and continues to apply to this application, and the policies within the 2026 NPPF do not provide a strong reason for refusing the development. Para 14.7 of the original report relates to the Planning Balance, and reviews the benefits and impacts of the proposed development. Having regard to the updated 2026 NPPF, the weighting applied within the planning balance is considered to remain as per the original report. It is considered that having regard to NPPF policies substantial weight should continue to be given to housing delivery, provision of a school, and affordable housing provision and when weighing the benefits of the scheme against the impacts, the benefits of the scheme are not substantially outweighed by the adverse impacts of granting planning permission. It is thus considered that the conclusions as set out in the original report are relevant and continue to apply.

5. Conclusion

- 5.1. The assessment and conclusions as set out in the original report considered by Members on the 15th July 2026 and appended to this update are, when read in conjunction with this addendum, considered to remain relevant and sound, and for the reasons set out and weighed in the planning balance at para 17.17.44, the recommendation remains unchanged, with the exception of the matters raised below:
- 5.2. For the purposes of clarity, reference to the inclusion of a local connection clause within the Heads of Terms has been added.
- 5.3. Two additional conditions as requested by Members at the 15th July planning committee (conditions 54 and 55) are recommended relating to the provision of air source heat pumps and air conditioning units, and the fencing of drainage basins.
- 5.4. Condition 18, requiring a Landscape and Ecological Management Plan, has been updated for the purposes of clarity to include measures to safeguard wildlife areas.

6. Recommendation:

Recommendation A:

To delegate authority to the Service Manager for Development Management and Enforcement or the Development Management Area Manager Southern and Western Team to grant planning permission subject to conditions as set out at the end of this report and the completion of a Section 106 Planning Obligation under Section 106 of the Town and Country Planning Act 1990 (S106 agreement) to secure the following:

- No more than 100 dwellings to be occupied prior to the completion of the central avenue;
- Provision of 35% affordable housing with a local connection clause;
- Financial contribution of £722 per dwelling towards NHS;
- Financial contribution of £524.72 per dwelling and £357.77 per flat towards Chesil and the Fleet mitigation;
- Financial contribution of £1,736.06 per qualifying dwelling (house or flat with 2 or more bedrooms), less land value discount of £482,000, towards primary education;

plus a contribution towards SEND provision of £1,487.62 per qualifying dwelling, together with the transfer of land for the school;

- Financial contribution of £22,524 towards sports pitches and training facilities;
 - Financial contribution of £106,413 towards Weymouth swimming pool;
 - The provision of 0.28ha of play space, which shall include two LAP's, a LEAP, and informal play, together with the transfer of the land to Chickerell Town Council and a financial contribution of £411.84 per 2 bed unit; £587.34 per 3 bed unit; and £669.24 per 4+ bed unit; less land value discount of £98,800 towards play provision; a financial contribution of £420,000 towards maintenance, and to address the shortfall in play provision, a financial contribution of £50,000 towards enhancing the play facilities at Willowbed Hall and/or towards a skate park within the town;
 - Financial contribution of £348,532.80 towards open space maintenance, together with transfer of the land to Chickerell Town Council;
 - Financial contribution of £50,000 towards improvements to Willowbed Hall;
 - Financial contribution of £81,675.76 towards bus infrastructure; sustainable travel cards to be exchanged for 30 day bus ticket or cycle equipment; updating the walking and cycling maps;
7. Financial contribution of £20,000 towards the upgrading of footpath S16/23;
 8. Financial contribution of £12,000 towards the upgrading of footpath S16/21.

Conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Received 28th Oct 2024:

LOC-00 Rev C Location Plan

Received 31st March 2026:

2602-02-FMOB Full Matters & Outline Boundary Plan

P932/01 G Southern Access

P932-02 G Northern Access

Received 1st April 2026:

P18_2525_EN_52 Rev A Site Location Plan

P932-84 E Phase A General Arrangement Plan 4 of 4

P932-88 E Phase A Proposed Levels and Contours Plan 4 of 4

P932-92 C Phase A Main Drainage Plan 4 of 4

P932-96 C Phase A Swept Path Analysis 4 of 4

P932-97 C Phase A Longitudinal Sections 1 of 4

P932-98 D Phase A Longitudinal Sections 2 of 4

P932-99 D Phase A Longitudinal Sections 3 of 4

P932-100 D Phase A Longitudinal Sections 4 of 4

P932-101 B Phase A Adoptable Construction Details

P932-103 A Phase A Adoptable Drainage Details

P932-104 B Phase A Fire Tender Plan Sheet 1 of 2

Received 22 April 2026:

2602-02-HT-So(mid)-2Br a Solway (mid) Plans & elevations
2602-02-HT-So(mid)-1Br a Solway (mid) Plans & elevations
2602-02-HT-So(end)-3Br a Solway (end) Plans & elevations
2602-02-HT-So(end)-2Br a Solway (end) Plans & elevations
2602-02-HT-So(end)-1Br a Solway (end) Plans & elevations
2602-02-HT-Sh-2St+C a Sherwood Plans & elevations
2602-02-HT-Re(mid)-3Br a Rendlesham (mid) Plans & elevations
2602-02-HT-Re(end)-3Br a Rendlesham (end) Plans & elevations
2602-02-HT-Lb-3Br a Lambridge Plans & elevations
2602-02-HT-Kn-3Br a Knebworth Plans & elevations
2602-02-HT-Kn-1Wb a Knebworth Plans & elevations
2602-02-HT-Hd(mid)-2Br a Haldon (mid) Plans & elevations
2602-02-HT-Hd(end)-3Br a Haldon (end) Plans & elevations
2602-02-HT-Hd(end)-2Br a Haldon (end) Plans & elevations
2602-02-HT-Hd(end)-1Wb a Haldon (end) Plans & elevations
2602-02-HT-Hd(end)-1Br a Haldon (end) Plans & elevations
2602-02-HT-Gd(end)-3Br a Grizedale (end) Plans & elevations
2602-02-HT-Ga(mid)-3Br a Galloway (mid) Plans & elevations
2602-02-HT-Ga(end)-3Br a Galloway (end) Plans & elevations
2602-02-HT-Ga(end)-2St+C a Galloway (end) Plans & elevations
2602-02-HT-Da(end)-3Br a Danbury (end) Plans & elevations
2602-02-HT-Da(end)-2Br a Danbury (end) Plans & elevations
2602-02-HT-Da(end)-1Br a Danbury (end) Plans & elevations
2602-02-HT-Ct-3Br a Chiltern Plans & elevations
2602-02-HT-Cd-3Br a Charndale Plans & elevations
2602-02-HT-Cd-1R a Charndale Plans & elevations
ARo_2602-02-HT-Br-3Br a Brampton Plans & elevations
2602-02-HT-Br-2St+C a Brampton Plans & elevations
2602-02-HT-Br-2Br a Brampton Plans & elevations
2602-02-HT-Bi-1Wb a Birkdale Plans & elevations
2602-02-HT-Be-3Br a Barndale Plans & elevations
2602-02-HT-Be-2St+C a Barndale Plans & elevations
2602-02-HT-Be-1Wb a Barndale Plans & elevations
2602-02-HT-Be-1R a Barndale Plans & elevations
2602-02-HT-Al(mid)-3Br a Alnmouth (mid) Plans & elevations
2602-02-HT-Al(mid)-1Br a Alnmouth (mid) Plans & elevations
2602-02-HT-Al(end)-3Br a Alnmouth (end) Plans & elevations

Received 9th June 2026:

P932-83 H Phase A General Arrangement Plan 3of4
P932-85 G Phase A Proposed Levels and Contours Plan 1of4
P932-86 G Phase A Proposed Levels and Contours Plan 2of4
P932-87 G Phase A Proposed Levels and Contours Plan 3of4
P932-89 E Phase A Main Drainage Plan 1of4
P932-90 E Phase A Main Drainage Plan 2of4
P932-91 E Phase A Main Drainage Plan 3of4
P932-93 E Phase A Swept Path Analysis 1of4
P932-94 E Phase A Swept Path Analysis 2of4
P932-95 E Phase A Swept Path Analysis 3of4
P932-04 O Proposed Surface Water Drainage Strategy
P932-20 K Proposed Foul Water Drainage Strategy
P932-32 A Detention Basin Cross Sections
P932-37 Non-Motorised Access Arrangements
P932-81 H Phase A General Arrangement Plan 1of4
P932-82 H Phase A General Arrangement Plan 2of4

Received 11 June 2026:

2602-02-HT-Al(end)-1Wb Alnmouth (end) plans & elevations
2602-02-HT-Al(end)-2R Alnmouth (end) plans & elevations
2602-02-HT-Al(end)-2S Alnmouth (end) plans & elevations
2602-02-HT-Al(end)-3S Alnmouth (end) plans & elevations
2602-02-HT-Al(mid)-2R Alnmouth (mid) plans & elevations
2602-02-HT-Al(mid)-2S Alnmouth (mid) plans & elevations
2602-02-HT-Be-2R+C Barndale plans & elevations
2602-02-HT-Be-2Wb+C Barndale plans & elevations
2602-02-HT-Bi-2R Birkdale plans & elevations
2602-02-HT-Bi-2Wb Birkdale plans & elevations
2602-02-HT-Br-2R Brampton plans & elevations
2602-02-HT-Br-2Wb+C Brampton plans & elevations
2602-02-HT-Ct-1Wb b Chiltern plans & elevations
2602-02-HT-Ct-2Wb Chiltern plans & elevations
2602-02-HT-Da(end)-2R Danbury (end) plans & elevations
2602-02-HT-Da(end)-2Wb Danbury (end) plans & elevations
2602-02-HT-Da(mid)-2R Danbury (mid) plans & elevations
2602-02-HT-Gar(d+t) b Garage (double/twin) plans & elevations
2602-02-HT-Gar(single) b Garage (single) plans & elevations
2602-02-HT-Ha(mid)-1Wb Haldon (mid) plans & elevations
2602-02-HT-Kn-2R Knebworth plans & elevations

2602-02-HT-Lb-2Wb Lambridge plans & elevations
2602-02-HT-Re(mid)-2Wb Rendlesham (mid) plans & elevations
2602-02-HT-Rk-2Wb Rockcliffe plans & elevations
2602-02-HT-Sh-3Br b Sherwood plans & elevations
2602-02-HT-Al(end)-1Br Alnmouth (end) plans & elevations
2602-02-HT-Al(end)-1S Alnmouth (end) plans & elevations
2602-02-DD(A1) b Dwelling Distribution Plan_Phase A1
2602-02-DD(A2) b Dwelling Distribution Plan_Phase A2
2602-02-FG b Figure-Ground Diagram
2602-02-MAT(A1) b Character Areas & Materials Plan_Phase A1
2602-02-MAT(A2) b Character Areas & Materials Plan_Phase A2
2602-02-PH b Phasing Plan
2602-02-PRoW b Public Rights of Way Diversion Plan_Phase A
2602-02-RSBS(A1) b Refuse Strategy + Bicycle Storage Plan_Phase A1
2602-02-RSBS(A2) b Refuse Strategy + Bicycle Storage Plan_Phase A2
2602-02-SH(A1) b Storey Heights Plan_Phase A1
2602-02-SH(A2) b Storey Heights Plan_Phase A2
2602-02-SP(A1) b Sustainability Plan_Phase A1
2602-02-SP(A2) b Sustainability Plan_Phase A2
2602-02-SS b Proposed Street Scenes_Phase A
2602-02-SS_2 b Proposed Street Scenes_2_Phase A
2602-02-SS_3 a Proposed Street Scenes_3_Phase A
2602-02-SSec_2 Proposed Site Sections_2
2602-02-TP(A1) b Tenure Plan_Phase A1
2602-02-TP(A2) b Tenure Plan_Phase A2
2602-02-BT(A1) c Boundary Treatment Plan_Phase A1
2602-02-BT(A2) c Boundary Treatment Plan_Phase A2

Received 17 June 2026:

2602-02-HT-FB(37-42)-2R a Flat block 37-42 - plans & elevations
2602-02-HT-FB(63-66)-1Wb b Flat block 63-66 - Plans & elevations
2602-02-HT-FB(96-99)-2Wb a Flat block 96-99 - Plans & elevations
2602-02-HT-FB(106-114)-1Wb b Flat block 106-114 - Plans & elevations
P18-2525_42 C Dark Zone, Ecological Buffer - Interconnectivity
2602-02-HP(A1) a Hybrid Plan_Phase A1
2602-02-HP(A2) a Hybrid Plan_Phase A2
2602-02-MP(+B+C) b Masterplan -Whole site inc Phases B+C
2602-02-SSec c Proposed Site Sections
2602-02-SSec_3 Proposed Site Sections_3
P18-2525_29 P Strategic Landscape Masterplan

P18-2525_37_1 M Detailed Public Open Space Landscape Proposals 1 of 4
P18-2525_37_2 M Detailed Public Open Space Landscape Proposals 2 of 4
P18-2525_37_3 M Detailed Public Open Space Landscape Proposals 3 of 4
P18-2525_37_4 N Detailed Public Open Space Landscape Proposals 4 of 4
P18-2525_57 B Concept On Plot

Received 26 June 2026:

2602-02-HT-Sh-2Wb Sherwood plans & elevations

Received 29 June 2026

P932/116 Pond Sections

Reason: For the avoidance of doubt and in the interests of proper planning.

Commencement – Detailed element

2. The detailed element of this development to which this hybrid permission relates, as identified on drawing 2602-02-FMOB and referred to as phase A and D on drawing 2602-02-PH, must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

Commencement – Outline element

3. Approval of the details of the access, layout, scale, appearance and landscaping (hereinafter called the Reserved Matters) of the relevant phase of the development outside of the full permission (granted for Phase A and D of this hybrid permission and as identified on drawing 2602-02-FMOB) shall be obtained from the Local Planning Authority in writing before any development of the relevant phase is commenced other than on Phase A and D of the development.

Reason: To ensure the satisfactory development of the site.

4. An application for approval of any 'reserved matter' must be made not later than the expiration of five years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990.

5. The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990 (as amended).

6. Not more than 185 dwellings in total shall be constructed under the outline element of the permission.

Reason: The assessment of the impacts of the scheme are based on a maximum of 328 dwellings across the whole site and additional dwellings would require further assessments of impacts.

Phasing Plan

7. No application for Reserved Matters shall be approved until a Phasing Plan for the development has been submitted to, and approved in writing by, the Local Planning Authority. The Phasing Plan shall generally accord with drawing 2602-02-PH b Phasing Plan but shall include anticipated delivery timescales, including timescales for the delivery of the school. Thereafter, development shall be brought forward in accordance with the Phasing Plan.

REASON: To allow the development to proceed on a phased basis.

Design Code – phases B and C

8. No application for reserved matters shall be approved until a Design Code has been submitted to and approved in writing by the Local Planning Authority for phase B and C. Each subsequent reserved matters application for development within phase B and C should be accompanied by a written statement which sets out how proposed development in that phase has complied with the principles set out in the approved Design Code. The Design Code shall include details of the following in respect of each Character Area:
 - Minimum and maximum residential densities;
 - a palette of materials to be used in the construction of external surfaces;
 - a palette of architectural features to be incorporated into the design of buildings;
 - a palette of means of enclosure;
 - how affordable housing will be dispersed throughout each character area;
 - typical street scenes;
 - information of how level changes will be addressed;
 - parking design;
 - the location of and minimum amounts of landscaped areas within and between development parcels;

All subsequent applications for the approval of reserved matters shall be in conformity with the approved Design Code unless justification is provided and an alternative is agreed in writing by the Local Planning Authority.

REASON: To ensure the provision of a high quality development in accordance with the provisions of Policies ENV1, ENV10, ENV11, ENV12 and ENV15 of the West Dorset Weymouth and Portland Local Plan.

Design Code – School phase

9. No application for reserved matters for the school shall be approved until a Design Code has been submitted to and approved in writing by the Local Planning Authority for the 'school phase', as identified on drawing 2602-02-PH b 'Phasing Plan'. The subsequent reserved matters application for development within the 'school phase' should be accompanied by a written statement which sets out how proposed development in that phase has complied with the principles set out in the approved Design Code. The Design Code shall include details of the following:
 - proposed massing and height, with consideration given to the massing of the school from the valley (from the north)
 - a palette of materials to be used in the construction of external surfaces;

- a palette of architectural features to be incorporated into the design;
- a palette of means of enclosure;
- information of how level changes will be addressed;
- the design of parking and access, which focusses on prioritising pedestrians and cyclists, and which seeks to avoid the dominance of parking from the street scene. Details shall include entrances for children/visitors (accessible from the public street/public area), and shall take account of school drop off/collection and the transition from the street into the managed space of the school;
- the location of and minimum amounts of landscaped areas;
- information on how the school will respond to public spaces and contribute to wider placemaking having regard to building lines and frontages;
- how the design responds to Secure By Design Guide for Schools (2014)

All subsequent applications for the approval of reserved matters shall be in conformity with the approved Design Code unless justification is provided and an alternative is agreed in writing by the Local Planning Authority.

REASON: To ensure the provision of a high quality development in accordance with the provisions of Policies ENV1, ENV10, ENV11, ENV12 and ENV15 of the West Dorset Weymouth and Portland Local Plan.

Materials

10. Prior to development above damp proof course of each phase, details and samples of all external facing materials for the walls and roofs for that phase shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development of each phase shall proceed in accordance with such materials as have been agreed.

Reason: To ensure a satisfactory visual appearance of the development.

Strategic Landscape Phasing Plan

11. Notwithstanding the submitted Landscape Plans (drawing numbers P18-2525_29 P Strategic Landscape Masterplan; P18-2525_37_1 M Detailed Public Open Space Landscape Proposals 1 of 4; P18-2525_37_2 M Detailed Public Open Space Landscape Proposals 2 of 4, P18-2525_37_3 M Detailed Public Open Space Landscape Proposals 3 of 4, P18-2525_37_4 N Detailed Public Open Space Landscape Proposals 4 of 4' received 17 June 2026), prior to commencement of development hereby approved, a Strategic Landscape Phasing Plan shall first be submitted to, and agreed in writing by, the Local Planning Authority. The Strategic Landscape Phasing Plan shall identify strategic planting in and around the site, including along the northern and eastern boundaries, and shall include an implementation timetable making provision for strategic planting to be carried out in advance of the development. Thereafter after all strategic planting shall be carried out in accordance with the phasing and timetables agreed within the Strategic Landscape Phasing Plan.

Reason: To ensure the provision and establishment of strategic planting to a reasonable standard of landscape to reduce the impact of the development on longer views, in accordance with Local Plan policy CHIC2.

Strategic Soft Landscaping and Planting Scheme

12. Notwithstanding the submitted Landscape Plans (drawing numbers P18-2525_29 P Strategic Landscape Masterplan; P18-2525_37_1 M Detailed Public Open Space Landscape Proposals 1 of 4; P18-2525_37_2 M Detailed Public Open Space Landscape Proposals 2 of 4, P18-2525_37_3 M Detailed Public Open Space Landscape Proposals 3 of 4, P18-2525_37_4 N Detailed Public Open Space Landscape

Proposals 4 of 4' received 17 June 2026), prior to the commencement of development, a Strategic Soft Landscaping and Planting Scheme for that phase shall be submitted to, and agreed in writing, by the Local Planning Authority. The Strategic Soft Landscaping and Planting Scheme shall include:

- identification of all strategic planting in and around the site, including along the northern and eastern boundaries;
- planting plans, written specifications and schedules of all strategic planting (including hedge, shrubs and trees), noting species, planting sizes, position and proposed numbers/densities where appropriate together with implementation timetables (which shall accord with the Strategic Landscape Phasing Plan agreed under condition 11).
- no fewer trees, shrubs and hedges than those shown on the submitted Landscape Plans (drawing numbers P18-2525_29 P Strategic Landscape Masterplan; P18-2525_37_1 M Detailed Public Open Space Landscape Proposals 1 of 4; P18-2525_37_2 M Detailed Public Open Space Landscape Proposals 2 of 4, P18-2525_37_3 M Detailed Public Open Space Landscape Proposals 3 of 4, P18-2525_37_4 N Detailed Public Open Space Landscape Proposals 4 of 4' received 17 June 2026);
- the retention of all trees/hedges proposed to be retained as identified on the Tree Retention and Removal Plan, drawing no. BHA_506_01 and BHA_506_02, submitted within the Arboricultural Method Statement, and as shown on the Strategic Landscape Masterplan, drawing no. P18-2525_29 P.
- tree pit designs where applicable;
- stock proof fence protection installed to woodland buffer and native shrub planting within open space areas until established
- underground modular support systems where applicable;
- earthworks showing existing and proposed finished levels or contours;
- means of enclosure and retaining structures;
- proposed and existing functional services above and below ground infrastructure and services;
- the location of streetlighting;
- precise tree locations and indication of mature canopy spread;
- visibility splays.
- provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 10 years.
- implementation timetable

The Strategic Soft Landscaping and Planting Scheme, as has been agreed, shall be implemented in full in accordance with the agreed implementation timetable within the Strategic Landscape Phasing Plan (agreed under condition 11).

Reason: To ensure the provision and establishment of strategic planting to a reasonable standard of landscape in the interest of visual amenity.

Internal Soft Landscaping and Planting Scheme

13. Notwithstanding the submitted Landscape Plans (P18-2525_29 P Strategic Landscape Masterplan; P18-2525_57 B Concept On Plot), prior to the commencement of development within each phase hereby approved, a Soft Landscaping and Planting Scheme for that phase shall be submitted to, and agreed in writing, by the Local Planning Authority. The Internal Soft Landscaping and Planting Scheme shall include:

- planting plans, written specifications and schedules of all planting within that phase (including hedge, shrubs, trees, ornamental on plot planting and planting for the crib walls), noting species, planting sizes, position and proposed numbers/densities where appropriate together with implementation timetables (which, in relation to any strategic planting, shall accord with the Strategic Landscape Phasing Plan agreed under condition 11).
- no fewer street trees than those shown on the submitted landscape drawings: P18-2525_29 P Strategic Landscape Masterplan; P18-2525_57 B Concept On Plot;
- tree pit designs where applicable;
- underground modular support systems where applicable;
- earthworks showing existing and proposed finished levels or contours;
- means of enclosure and retaining structures;
- proposed and existing functional services above and below ground infrastructure and services;
- the location of streetlighting;
- precise tree locations and indication of mature canopy spread;
- visibility splays
- provision for the maintenance and replacement as necessary of the trees and shrubs for a period of not less than 10 years.
- implementation table

The Internal Soft Landscaping and Planting Scheme for each phase, as has been agreed, shall be implemented in full in accordance with the agreed implementation timetable.

Reason: To ensure the provision and establishment of planting to a reasonable standard of landscape in the interest of visual amenity.

Landscapes Management and Replacement

14. The planting and landscaping shown within the Strategic Soft Landscaping and Planting Scheme and Internal Soft Landscaping and Planting Scheme for each phase (agreed under condition 12 and 13) shall be carried out in full in accordance with the implementation timescales agreed; and in any case not later than the termination of the first planting season following the commencement of that particular phase of the development. In the ten year period following the completion of the strategic soft landscaping and planting scheme of that particular phase of the development any trees or plants that are removed without the written consent of the Local Planning Authority or which die or become (in the opinion of the Local Planning Authority) seriously diseased or damaged, shall be replaced as soon as reasonably practical and not later than the end of the first available planting season, with specimens of such size and species and in such positions as may be agreed with the Local Planning Authority.

Reason: To ensure the provision and establishment of strategic planting to a reasonable standard of landscape in the interests of visual amenity.

Rights of Way Management Plan

15. No development within any phase of development shall commence until a Rights of Way Management Plan has been submitted to and agreed in writing by the Local Planning Authority. The Rights of Way Management Plan should be prepared in conjunction with the Public Open Space Management Plan required under condition 16 and shall include:

- detailed design of the access and public rights of way routes, including details of their surfacing, widths, gradients, landscaping, and structures;
- any proposals for diversion and closures of public rights of way and alternative route provision; and
- provisions taking on board advice contained within the Rights of Way informatives listed on the decision notice.

Thereafter the development shall proceed in strict accordance with the Rights of Way Management Plan as has been agreed. Any subsequent changes to the Rights of Way Management Plan, owing to the outcome of the Footpath Diversion Order(s), must be agreed in writing by the Local Planning Authority.

Reason: In the interests of ensuring public rights of way are retained at an appropriate standard.

Public Open Space Management Plan

16. Prior to commencement of development of each phase a Public Open Space Management Plan for that phase shall be submitted to and agreed in writing by the Local Planning Authority. The Public Open Space Management Plan shall cover details of hard landscaping and should be prepared in conjunction with the Rights of Way Management Plan required under condition 15. It shall have regard to the 'Advice Note for Practical Design and Management of Greenspace' and recommendations set out in 'Secure by Design', and it shall include:
- detailed design of all other footways/cycleways not considered under the Rights of Way Management Plan, including details of their surfacing, widths, gradients, landscaping, and structures. The footway proposed along the western corridor of the site shall be surfaced using bound material;
 - details of access and crossing points (in accordance with the Active Travel Movement Plan required under condition 27 and details of crossing points required under condition 32)
 - minor artefacts and structures (e.g. furniture, bollards, cycle facilities, refuse, signage/wayfinding);
 - details of a viewing area to be provided within the northern public open space;
 - proposed and existing functional services above and below ground and location of inspection areas (e.g. drainage, power, communications cables, pipelines, etc indicating lines, manholes, supports, etc);
 - details of how surveillance of public areas shall be maximised having regard to the siting of landscaping;
 - details of lighting of public areas;
 - access and management arrangements;

Thereafter the development of each phase shall proceed in strict accordance with the Public Open Space Management Plan as has been agreed. Any subsequent changes to the Public Open Space Management Plan, must be agreed in writing by the local planning authority.

Reason: In the interests of ensuring public open space is provided to an appropriate standard.

Play spaces

17. Prior to the development of areas of play, a comprehensive Play Strategy shall be submitted to and agreed in writing by the Local Planning Authority. The Play Strategy shall have been prepared having regard to 'Secure by Design' principles and 'Design for Play' Guidance and shall have had regard to recommendations by Fields in Trust and the Green Infrastructure Planning and Design Guide. The Play Strategy shall include:

- details, including to scale plans and elevations, of proposed play experiences/equipment at each area of play;
- a detailed specification and plans for each area of play, including details of surfacing, impact absorbing surfaces beneath and around play equipment, boundary treatment, location of entry/exit points;
- minor artefacts and structures (e.g. furniture, refuse, signage/wayfinding);

The Local Area for Equipped Play shall include a minimum of 12 play experiences/equipment, including a minimum of 2 inclusive play experiences/equipment and features that support contact with nature and natural play. Signage shall be incorporated at each formal play space indicating that the area is for children's play and dogs are not welcome.

Thereafter, development shall proceed in strict accordance with such details as have been agreed within the Play Strategy.

Reason: In the interests of safety by design and in the interests of ensuring meaningful play spaces are created to serve the proposed development.

A Landscape and Ecological Management Plan

18. Notwithstanding the submitted Landscape and Ecological Management Plan (LEMP), prior to commencement of development of each phase, a revised/updated LEMP for that phase shall be submitted to and approved in writing by the Local Planning Authority, and shall include:

- long term design objectives, management responsibilities, and maintenance schedules;
- for all landscaped areas (other than small, privately owned domestic gardens), a Strategic Soft Landscape Scheme (as per condition 12) and an Internal Soft Landscape Scheme (as required by condition 13) for each phase, to include where practicable planting of large canopy trees at E-W ecological corridors;
- the mitigation, compensation and enhancement measures detailed in the Ecology and Nature Conservation Chapter (chapter 7) of the Environmental Statement, together with a timetable for their implementation and/or phasing (implementation of landscaping to align with the details submitted in relation to condition 11 and 13);
- identification of east-west 'wildlife corridors' to support ecological connectivity, together with identification of other key ecological areas, and details of the means of safeguarding these areas from interference from human activity;
- evidence of compliance for each phase of development including photographic evidence, to be supplied to the Local Planning Authority prior to the substantial completion of each phase of development;
- a timetable for implementation and/or phasing (implementation of landscaping to align with the details submitted in relation to condition 11 and 13).

Each phase of development shall subsequently be implemented entirely in accordance with the approved LEMP and agreed implementation timetables, unless any modifications to the approved LEMP as a result of the requirements of a European Protected Species Licence has first been submitted to and agreed in writing by the Local Planning Authority. Thereafter the approved mitigation, compensation and enhancement/net gain measures must be permanently maintained and retained in accordance with the approved details.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation significance and to mitigate and compensate for impacts on ecological receptors, and to provide biodiversity gains.

Protection of trees

19. The development hereby permitted shall be undertaken in accordance with the approved Arboricultural Method Statement (AMS) by Barton Hyett Associates, dated Mar 2026 and Tree Protection Plan (TPP) drawing no. BHA_506_03 Rev A sheet 1 and 2, which also shows protected hedgerows to be retained. The tree and hedgerow protection measures for each phase shall be installed prior to commencement of development of that phase, and shall be retained until the development of that phase is complete. Dated photographic evidence of the erected tree/hedge protective measures fencing must be supplied to the Local Planning Authority at least 5 days prior to the commencement of works and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the Local Planning Authority.

Reason: In the interests of safeguarding and enhancing the character and amenity of the site and locality and to avoid any irreversible damage to retained trees and hedgerows.

Services near trees and hedges

20. Prior to commencement of works (including site clearance and any other preparatory works) a plan showing final service routes, including the position of soakaways and a method for installation near trees and hedges shall be submitted to and agreed in writing with the Local Planning Authority. The development thereafter shall be implemented in strict accordance with the approved details.

Reason: To safeguard trees and natural features which are important to the visual amenities of the area.

Construction Environmental Management Plan

21. Prior to the commencement of development on each phase, a Construction Environmental Management Plan (CEMP) for that phase must be submitted to and approved in writing by the local Planning Authority. The CEMP must include the following:

Risk assessment of potentially damaging construction activities. This should relate to impacts on ecology as well as impacts upon amenity through matters relating to noise, air quality and other construction related activities;
detail construction hours in respect of various activities;
the public display of site contacts;
details of waste management plans;

- Identification of “biodiversity protection zones”;
- Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- The location and timing of sensitive works to avoid harm to biodiversity features and the amenity of the area;
- The times during construction when specialist ecologists need to be present on site to oversee works;
- Responsible persons and lines of communication;
- The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;

- Use of protective fences, exclusion barriers and warning signs to safeguard both biodiversity and amenity; and
- protocols in the event unexpected land contamination is found on site.

Thereafter, the development of each phase shall take place strictly in accordance with the approved CEMP.

Reason: To protect biodiversity and amenity during the construction phase.

Dormouse Mitigation Strategy

22. Prior to commencement of development or any clearance of habitat capable of supporting dormice on the site, as identified on p14 of The Hazel Dormouse Mitigation Handbook (Wells, D., Chanin, P. & Gubert, L., The Mammal Society, 2025) a dormouse mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority. As a minimum, the Strategy shall include:
- the provision of a dormouse bridge to be positioned within the wildlife corridor to the south of the site;
 - stock fencing of dormouse habitat, in accordance with details to be submitted;
 - a methodology statement for the dormouse bridge; and
 - implementation timetables, a management plan and monitoring schedule.

The development shall thereafter take place fully in accordance with the approved details and the mitigation shall be maintained in accordance with the approved details for the lifetime of the development.

Reason: In the interests of securing appropriate biodiversity mitigation.

Dormouse Bridge

23. Prior to commencement of development or any clearance of habitat capable of supporting dormice on the site, as identified on p14 of The Hazel Dormouse Mitigation Handbook (Wells, D., Chanin, P. & Gubert, L., The Mammal Society, 2025), details of the dormouse bridge (as required as part of the Dormouse Mitigation Strategy (condition 22)) including to scale plans, and details of its positioning (which shall take into account the position of street lighting) shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the dormouse bridge shall be installed and maintained in line with the details within the Dormouse Mitigation Strategy agreed under condition 22.

Reason: In the interests of securing appropriate biodiversity mitigation and in the interests of highway safety.

Small Mammal/amphibian Mitigation Strategy

24. Prior to commencement of development or any clearance of habitat capable of supporting small mammals or amphibians on the site, a Small Mammal and Amphibian Mitigation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include provision for a minimum of 7 tunnels running under the north-south central avenue, and shall provide details of their siting and design together with a methodology statement, implementation timetable, management plan and monitoring schedule. It shall also make provision for hedgehog holes within boundary fences. The development shall thereafter take place fully in accordance with the approved details and the mitigation shall be maintained in accordance with the approved details for the lifetime of the development.

Reason: In the interests of securing appropriate biodiversity mitigation and in the interests of highway safety.

Lighting Strategy

25. Prior to the commencement of development on each phase, a Lighting Strategy for that phase shall first be submitted to and agreed in writing by the Local Planning Authority. The Lighting Strategy will seek to, wherever practicable:
- keep lighting to less than 0.5 lux within the Wildlife Corridors (as identified within the submitted Landscape and Ecological Management Plan (condition 18));
 - avoid all-night lighting;
 - have regard to siting street lighting columns at the greatest distance possible from the dormouse bridge (as required by condition 23) and wildlife corridors; and
 - include details of any lighting within areas of public open space.
- The Strategy shall include:
- details of the design of the columns and their height, position, direction of lighting, use of accessories such as cowls or hoods and details of the lights;
 - the proposed locations of all street trees and their mature canopy spread;
 - the hours the lights will be turned off
- Thereafter, each phase shall proceed in strict accordance with such details as have been agreed.

Reason: In the interests of securing appropriate biodiversity mitigation and in the interests of highway safety.

Badgers

26. Prior to the commencement of development on each phase a badger sett survey of the development site for that phase and immediately adjacent areas shall be undertaken. A report detailing the results of the survey shall be submitted to the Local Planning Authority. If surveys show that specific relevant works require a licence to disturb a badger sett, a copy of a valid licence is to be submitted to the Local Planning Authority prior to the commencement of the relevant works within that phase.
- Reason: In the interests of securing appropriate biodiversity mitigation.

Active Travel Movement Plan

27. Notwithstanding the submitted plans (drawing numbers P932-81 H Phase A General Arrangement Plan 1 of 4, P932-82 H Phase A General Arrangement Plan 2 of 4, P932-83 H Phase A General Arrangement Plan 3 of 4, received 9th June 2026; and P932-84 E Phase A General Arrangement Plan 4 of 4, received 1st April 2026), prior to commencement of development of each phase, an Active Travel Movement Plan for that phase shall be submitted to and agreed in writing by the Local Planning Authority. The Active Travel Movement Plan shall include:
- a plan indicating desire lines throughout the site;
 - details of the position of footway and cycle links within that phase having regard to desire lines;
 - details of crossing points (including type and colour of hard surfacing proposed) within the phase, which shall, as far as practicable, avoid the use of raised tables or other highway features that require all-night lighting;
 - details of the position of crossing points, having regard to desire lines/footway/cycle links. This shall include appropriately located crossing points connecting any public open space (i.e.. either side of the central avenue); and
 - provision of an east-west cycle route linking the central avenue with Lower Putton lane.
- Thereafter, the development of each phase shall take place strictly in accordance with the details as have been agreed.

Reason: In the interests of highway safety

Access Arrangements

28. No part of the development shall be occupied until the access onto School Hill, including a 6.5m wide vehicle carriageway access with shared use paths on either side, as indicated on Phase A General Arrangement Plan sheet 1 of 4 (Drawing P932/81 Rev H) has been provided in accordance with details to be first agreed in writing by the Local Planning Authority.

REASON: To ensure that sustainable modes are prioritised and safe and suitable access to the site is provided for all users, in accordance with Paragraph 115 of the National Planning Policy Framework.

29. No more than 50 dwellings shall be occupied until the connection for pedestrians and cycles to the western boundary of the site in vicinity of School Close and Mariners Way has been provided and open for use to a specification which shall have first been agreed in writing by the Local Planning Authority.

REASON: To prioritise sustainable transport modes and ensure that safe and suitable access to the site is provided for all users, in accordance with Paragraph 115 and 117 of the National Planning Policy Framework.

30. No more than 100 dwellings shall be occupied until the upper connection to Lower Putton Lane, as indicated in the Non-motorised Users Access arrangements (Drawing P932/37 Rev #) and Phase A general Arrangement sheet 2 (Drawing P932/82 Rev H) has been provided and open for use in accordance with a specification to be first agreed in writing by the Local Planning Authority.

REASON: To prioritise sustainable transport modes and ensure that safe and suitable access to the site is provided for all users, in accordance with Paragraph 115 and 117 of the National Planning Policy Framework.

31. No more than 300 dwellings shall be occupied until the lower connection to Lower Putton Lane, as indicated in the Non-motorised Users Access arrangements (Drawing P932/37 Rev #) and Phase A general Arrangement sheet 2 (Drawing P932/82 Rev H), has been provided and open for use in accordance with a specification to be first agreed in writing by the Local Planning Authority.

REASON: To prioritise sustainable transport modes in accordance with Paragraph 115 and 117 of the National Planning Policy Framework.

Crossing points

32. Notwithstanding the submitted plans (drawing numbers P932-81 H Phase A General Arrangement Plan 1 of 4, P932-82 H Phase A General Arrangement Plan 2 of 4, P932-83 H Phase A General Arrangement Plan 3 of 4, received 9th June 2026; and P932-84 E Phase A General Arrangement Plan 4 of 4, received 1st April 2026), prior to commencement of development of each phase, details of crossing points (including type and colour of hard surfacing proposed) within that phase shall have been submitted to and agreed in writing by the Local Planning Authority. These shall, as far as practicable, avoid the use of raised tables or other highway features that require all-night lighting, respond positively to placemaking, and ensure pedestrian and cycle priority at junctions.

Thereafter, the development of each phase shall proceed in strict accordance with such details as have been agreed.

Reason: In the interests of highway safety, placemaking and biodiversity.

Phase A

33. Notwithstanding the submitted plans (drawing numbers P932-81 H Phase A General Arrangement Plan 1 of 4, P932-82 H Phase A General Arrangement Plan 2 of 4, P932-83 H Phase A General Arrangement Plan 3 of 4, received 9th June 2026; and P932-84 E Phase A General Arrangement Plan 4 of 4, received 1st April 2026), prior to commencement of development for phase A, plans showing the proposed estate roads, footways, footpaths, tactile paving, cycleways, verges, junctions, including revised layout of junction of Central Avenue with road 5), street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking, and street furniture shall be submitted to and approved by the Local Planning Authority. Thereafter, the estate roads and parking areas in Phase A shall be laid out in accordance with the details as have been agreed.

Reason: In the interests of highway safety, residential amenity and to provide safe and suitable access.

Bus stops

34. Prior to commencement of development, details of bus stop location and layout shall have been submitted to and agreed in writing by the Local Planning Authority. This shall include details of the siting of the stops, appropriate passenger waiting facilities, hard surfacing and proposed infrastructure (including to scale plans of the bus shelters and poles, lighting and display information), and a timetable for implementation. Thereafter, the development shall proceed in strict accordance with such details as have been agreed.

Reason: In the interest of highway safety and ensuring appropriate provision is made to support the use of the route as a bus route.

Visitor Parking

35. Notwithstanding the submitted plans (drawing numbers P932-81 H Phase A General Arrangement Plan 1 of 4, P932-82 H Phase A General Arrangement Plan 2 of 4, P932-83 H Phase A General Arrangement Plan 3 of 4, received 9th June 2026; and P932-84 E Phase A General Arrangement Plan 4 of 4, received 1st April 2026), prior to commencement of development for phase A, amended plans showing enhancement of the visitor parking layout shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall proceed in strict accordance with such details as have been agreed.

Reason: To ensure provision of adequate visitor parking

Cycle Parking

36. Prior to first use or occupation of each phase of development hereby approved, a scheme showing details of the proposed cycle parking facilities for that phase shall be submitted to and agreed in writing by the Local Planning Authority. This shall include details, including to scale plans, of on-plot bike storage facilities and cycle facilities to be provided within public areas of open space. Thereafter the development shall proceed in

strict accordance with such details as have been agreed and cycle facilities serving public spaces shall be maintained and kept free for the purpose specified.

Reason: To ensure provision of adequate cycle parking to support sustainable transport; in the interests of highway safety and residential amenity.

Turning and Parking

37. Before development within each phase is first occupied or utilised the estate road details, including geometric requirements, turning and vehicular parking areas shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, these areas must be provided on site, permanently maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site in the interest of highway safety.

Construction Traffic Management Plan

38. Prior to commencement of each phase of development hereby approved a Construction Traffic Management Plan and programme of works relating to that phase shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include
- construction vehicle details (number, size, type and frequency of movement)
 - a programme of construction works and anticipated deliveries
 - timings of deliveries so as to avoid, where possible, peak traffic periods
 - a framework for managing abnormal loads
 - location of construction site access
 - contractors' arrangements (compound, storage, parking, turning, surfacing and drainage)
 - wheel cleaning facilities
 - vehicle cleaning facilities
 - inspection of the highways serving the site (by the developer (or his contractor) and Dorset Highways) prior to work commencing and at regular, agreed intervals during the construction phase
 - a scheme of appropriate signing of vehicle route to the site
 - a route plan for all contractors and suppliers to be advised on
 - temporary traffic management measures where necessary

The development of each phase shall thereafter be carried out strictly in accordance with the approved Construction Traffic Management Plan for that phase.

Reason: In the interests of road safety.

Travel Plan

39. Notwithstanding the submitted Residential Travel Plan, no part of the development shall be occupied until an updated Travel Plan, details of travel plan co-ordinator and timetable of implementing measures, broadly reflecting the details in the March 2026 Residential Travel Plan prepared by PFA Consulting dated Mar 2026, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the Travel Plan shall be implemented in accordance with the agreed details.

REASON: To ensure that opportunities to promote walking, cycling and public transport in accordance with paragraph 109 of the National Planning Policy Framework.

Surface water scheme prior to commencement

40. Prior to the commencement of development, a detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, shall be submitted to and approved in writing by the Local Planning Authority. The Surface Water Scheme shall provide clarification of how drainage is to be managed during construction, shall include a timetable for implementation of the scheme, and a methodology for pond reconfiguration of the Highway Authority drainage features at the south of the site. The design should generally be in accordance with the recommendations and designs within the report 'Flood Risk Assessment and Drainage Strategy, by PFA Consulting, Ref P932, issue 14 and dated June 2026' and the design shown on drawing 'Proposed Surface Water Drainage Strategy, by PFA Consulting, ref P932/04, rev O and dated 5 June 2026'. The scheme should have regard to the guidance set out in the current DEFRA national standards Sustainable Drainage Systems (SuDS). The surface water scheme shall be implemented in accordance with the approved details including the timetable for implementation.

Reason: To prevent the increased risk of flooding and to protect water quality and to take into account current national standards for SuDS.

Maintenance and management of the surface water scheme

41. Prior to the occupation of the development, details of maintenance and management of the surface water sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme should have regard to the guidance set out in the current DEFRA national standards Sustainable Drainage Systems (SuDS). The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

Reason: To ensure the future maintenance of the surface water drainage system, and to prevent the increased risk of flooding and to take into account current national standards for SuDS.

Amenity

42. Prior to first occupation of each phase of development hereby approved, details of retaining structures, including to scale plans of the crib walls and details of how they abut the street scene, shall have been submitted to and agreed in writing by the Local Planning Authority. Thereafter, the development of each phase shall proceed in accordance with such details as have been agreed.

Reason: In the interests of the amenity of occupiers and visual amenity of the area.

43. No dwelling shall be occupied until the boundary treatment for that plot, as shown on the approved drawings shall have been erected. Thereafter, the boundary treatment, where shown to be at a height of 1.8m on the approved plans shall be retained at that height and no lower.

Reason: In the interests of safeguarding the amenity of neighbouring occupiers, particularly given the difference in levels between plots.

44. Notwithstanding the submitted plans 2602-02-HT-SH-2Wb, 2602-02-HT-Ga(end)-3Br a, and 2602-02-HT-AL(end)-3Br a, no development above damp proof course shall

commence until revised plans and elevations showing a side facing window within the dwellinghouses at plots 29, 46 and 115 shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, development shall proceed in strict accordance with the details as have been agreed.

Reason: In the interests of safety by design and to ensure improved surveillance of car parking court yards.

Garden Gate Design

45. Garden gates providing side or rear access to property gardens shall be a minimum height of 1.8m and capable of being securely locked with key operated access from both sides.

Reason: In the interests of safety by design.

Earthworks

46. Prior to the commencement of each phase of development, full details of earthworks for that phase shall be submitted to and approved in writing by the Local Planning Authority. These details shall be based on a site survey showing the existing ground levels including at the boundaries at the adjoining properties and shall include proposed grading and mounding of land including the levels and contours to be formed (in both private and public spaces, including property gardens, roads, footpaths and open space) and showing the relationship of the proposed mounding to the existing vegetation, surrounding landforms and built development. In addition, the heights of all retaining structures will be confirmed. No part of each phase of development shall be occupied until the works are completed in accordance with the approved details.

Reason: In the interests of maintaining the amenity value of the area.

Finished floor levels

47. Prior to commencement of each phase of development, full details of the finished floor level(s) of all the building(s) within that phase shall have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be relative to an ordnance datum or such other fixed feature as may be agreed in writing by the Local Planning Authority. Thereafter, the development of each phase shall be carried out in accordance with the approved details for that phase.

Reason: In the interests of visual amenity.

Air Source Heat Pumps

48. Prior to occupation of each phase, details (including design, scale, positioning, noise output and mitigation measures where necessary, and an assessment against the Microgeneration Installations Standards: MCS-20) of any air source heat pumps shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the air source heat pumps shall be installed in accordance with the details as have been agreed and any mitigation measures permanently retained.

Reason: In the interests of the residential amenity.

Land Contamination

49. Prior to the commencement of the development hereby approved the following information shall be submitted to and agreed in writing by the Local Planning Authority:
- 1) a 'desk study' report documenting the site history.
 - 2) a site investigation report detailing ground conditions, a 'conceptual model' of all potential pollutant linkages, and incorporating risk assessment.
 - 3) a detailed scheme for remedial works and measures to be taken to avoid risk from contaminants/or gases when this developed.
 - 4) a detailed phasing scheme for the development and remedial works (including a time scale).
 - 5) a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of time.

The Remediation Scheme as agreed in writing by the Local Planning Authority, shall be fully implemented in accordance with the approved detailed phasing scheme for the development and remedial works and before the development within any phase first comes in to use or is occupied. A written confirmation that all works were completed in accordance with the agreed details and phasing scheme shall be submitted to the Local Planning Authority.

Reason: To ensure potential land contamination is addressed.

Verification

50. If contamination remediation is required, prior to the first occupation or use of each phase of development hereby permitted as set out in the detailed phasing scheme approved under condition 49 a verification certificate to confirm that the land subject to that phase is fit for purpose following remediation shall be submitted to the Local Planning Authority.

Reason: To ensure potential land contamination is addressed.

Unexpected Land contamination

51. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). Should any contamination be found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. On completion of the approved remediation scheme a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

Archaeology

52. No works shall take place within each phase until the implementation of a programme of archaeological work for that phase has first been secured, in accordance with a written scheme of investigation which has been submitted to, and approved in writing by, the Local Planning Authority. This scheme shall cover additional archaeological fieldwork to the trial trench evaluation reported within the Archaeological Evaluation Report dated 2016 together with post-excavation work and publication of the results and shall include a timetable for implementation. Thereafter, works for that phase shall proceed in accordance with the programme of archaeological work and agreed implementation timetable.

Reason: In the interests of securing and recording archaeological evidence.

Golf strike zone

53. Prior to occupation of any dwelling, a Strategy for addressing risk from golf strike shall be submitted to and agreed in writing by the Local Planning Authority. This shall include a plan clearly identifying the golf course to the east of the site and the golf strike risk zones within the development site. Within the golf strike risk zones, there shall be no residential development, and the Strategy shall set out the detailed design and landscaping proposed for this area, aimed to deter public access, and including the provision of fencing and the provision for signage to be installed indicating risk from ball strike. The details as have been agreed shall be implemented prior to occupation of any dwelling. Thereafter, the mitigation measures set out in the Strategy shall be retained.

Reason: To ensure risks from ball strike are minimised.

Air Source Heat Pumps

54. Prior to occupation of any residential unit of accommodation hereby approved, that unit of accommodation shall first be served by an air source heat pump and shall be equipped with an air conditioning unit, both of which shall be operational prior to occupation, and which shall be provided in accordance with details which shall first have been submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable development.

Fencing of Drainage Basins

- 3.1. Prior to the first occupation of each phase, fencing shall first be erected around all drainage basins required to be provided to support that phase and shall be provided in accordance with details that shall have first been submitted to and agreed in writing by the Local Planning Authority. Thereafter, fencing shall be retained and maintained in accordance with such details as have been agreed.

Reason: To deter access into the drainage basins for reasons of safety.

Informatives

1. S106

This permission is subject to an agreement made pursuant to Section 106 of the Town and Country Planning Act 1990 dated ## ## relating to [Insert key matters covered in the agreement].

2. National Planning Policy Framework Statement

In accordance with policy DM3 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case, a Planning Performance Agreement was made which facilitated design workshops and regular reviews. The applicant/agent was consequently updated of any issues and provided with the opportunity to address issues identified by the case officer.

3. Electric vehicle charging points

The applicant is advised that prior to the development being brought into use, it must comply with the requirements of Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles.

4. Street Naming and Numbering

The Council is responsible for street naming and numbering within our area. This helps to effectively locate property to deliver post and for access by emergency services. New or changed addresses must be registered with the Council. This link has more information. <https://www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering/street-naming-and-numbering>.

5. Water Supplies for Fire Fighting

The proposed development should be served by the necessary water supply and fire hydrants for use in the event of a fire. It is recommended that these requirements are established prior to commencement of development. This ensures a firefighting water supply is in place during the construction phase, hydrants are connected at the right locations, and at the right time.

6. Sprinkler systems

The Dorset and Wiltshire Fire and Rescue Service would recommend that the developer looks to provide at least a 32mm minimum diameter water main which would enable the installation of sprinkler systems within the approved dwelling(s). Further, Dorset and Wiltshire Fire and Rescue Service would recommend that the proposed school is also fitted with a sprinkler system. The Council considers this to be a key element in reducing the impact of fires. The Council believes there is compelling evidence that sprinkler systems are a cost effective way of not only reducing the number of fire deaths and injuries, but also reducing the economic, social and environmental impact of fires.

7. Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Dorset Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in full in a subsequent informative below.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements are considered to apply.

- The application for planning permission was made before 12 February 2024.

Read more about Biodiversity Net Gain at

<https://www.dorsetcouncil.gov.uk/w/biodiversity-net-gain>

8. Biodiversity Net Gain exemptions

Statutory Exemptions and Transitional Arrangements in respect of the Biodiversity Gain Plan

1. The application for planning permission was made before 12 February 2024.
 2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
 3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
 - (i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
 - (ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
 4. The permission which has been granted is for development which is exempt being:
 - 4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
 - i) the application for planning permission was made before 2 April 2024;
 - ii) planning permission is granted which has effect before 2 April 2024; or
 - iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).
 - 4.2 Development below the de minimis threshold, meaning development which:
 - i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
 - ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).
 - 4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.
 - 4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).
 - 4.5 Self and Custom Build Development, meaning development which:
 - i) consists of no more than 9 dwellings;
 - ii) is carried out on a site which has an area no larger than 0.5 hectares; and
 - iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).
 - 4.6 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.
- * "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

9. Hazel dormice

The applicant is advised that Hazel dormice are protected in the UK by Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Part 3 of the Conservation of Natural Habitats and Species Regulations 2017 (2019 EU exit) and they are a European Protected Species. Work should proceed with caution and if any Hazel dormice are found, all work should cease, the area in which the Hazel dormouse/dormice have been found should be made secure and advice sought from Natural England (tel: 0300 060 3900), website www.naturalengland.org.uk before proceeding. More information on development planning and Hazel dormice is available here <https://www.gov.uk/guidance/hazel-or-common-dormice-surveys-and-mitigation-for-development-projects>

10. Nesting Birds

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.

The Natural Environment Team, Dorset Council recommends that vegetation, hedge, shrubs and tree removal; translocation or cutting back avoids the bird nesting season which runs from mid-February to 31st August. This is in order to avoid impacts to nesting birds and infringement of the legislation.

Vegetation or site clearance as a result of this development should be undertaken outside of the nesting season specified above. In some seasons the nesting period may start before or extend beyond these dates, so the applicant should be aware that the dates are a guide only.

If clearance work has to be undertaken during the nesting season, a breeding bird survey needs to be carried out by a suitably qualified person no more than 48 hours before clearance /cutting works commence. Any active nests identified should be protected by a 5m exclusion zone until the young have left the nest.

As a general rule, it should be assumed that birds will be nesting in trees, scrub, reeds or substantial ditch side vegetation during the core breeding period, unless a survey had shown this not to be the case. In addition, some species are ground nesting, such as the skylark and lapwing, both of which can occur on grassland areas and cleared sites where there is a time lapse between demolition and development.

11. Badgers

Badgers are protected under the Badger Act 1992. Section 3 of the Act states:

“A person is guilty of an offence... by doing any of the following things... -

- a) damaging a badger sett or any part of it;
 - b) destroying a badger sett;
 - c) obstructing access to, or any entrance of, a badger sett;
 - d) causing a dog to enter a badger sett; or
 - e) disturbing a badger when it is occupying a badger sett,
- intending to do any of these things or being reckless as to whether his actions would have any of those consequences” If a badger(s) or badger sett is discovered during works; all work should stop and advice sought from Natural England by calling 0300 060 3900 or Dorset Council Natural Environment Team by calling 01305 221697 / net@dorsetcouncil.gov.uk, before proceeding.

12. Rights of Way (PRoW)

The footpaths running across the site (footpaths S16/21, S16/22 and s1623) must be diverted by legal order and that order must be confirmed before any works obstructing the path are commenced. Obstruction of the PROW by the developer before the confirmation and certification of an Order for the diversion or extinguishment of the PROW, or in the absence of such an order will in normal circumstances result in the Council using the powers available to it under the Highways Act 1980 to act to remove the obstruction and return the PROW to a satisfactory condition.

13. Rights of Way (PROW)

Prior to the occupation of those units to be constructed on the original line of the PROW, the new route of the PROW will have to be provided to a certifiable standard, certified by the appropriate officer and the Definitive Map and Statement amended to reflect the new alignment.

14. Rights of Way (PROW)

The site access and any public rights of way crossed by vehicles shall be maintained in a good state of repair and kept clean and free of mud and debris and all times.

15. Rights of Way (PROW)

Provision shall be made for the installation and maintenance of a drainage system to ensure that no slurry or water from the development area flows onto the PROW.

16. Rights of Way (PROW)

Prior to the commencement of the development, the developer is advised that the definitive line of the RoW should be marked out on site, along with proposed new alignments and temporary alternative routes constructed with appropriate safety fencing at an appropriate unobstructed width.

17. Rights of Way (PROW)

No excavating or tipping of or storage of material shall occur within 2m of the RoW or temporary routes.

18. Rights of Way (PROW)

Landscaping and or planting schemes will consider the proximity of the PROW, including the required width when mature so as not to obstruct free passage and prevent light and air reaching the PROW surface.

19. Rights of Way (PROW)

Investigations such as for utilities, archaeological, ecological, geological, etc should be conducted away from the line of the PROW or temporary route, follow safe working practices, and include appropriate safety fencing. A temporary closure of the PROW or temporary route may be needed.

20. Rights of Way (PROW)

Tree works or vegetation removal close to or within falling distance of a PROW may require a temporary closure whilst the works takes place.

21. Rights of Way (PROW)

Site occupation by construction staff, i.e. site compounds, should be segregated from the PROW or temporary route.

22. Rights of Way (PROW)

'Construction nuisances' should be avoided or mitigated prior to commencement.

23. Rights of Way (PROW)

As the development will result in the irreversible obstruction of the PRoW and therefore requires the PRoW to be diverted before development may lawfully proceed, we will not make an order to temporarily close the PRoW until an order to divert or extinguish has been confirmed. The application for a temporary closure should be made at least 13 weeks prior to when the closure is required via this link [Temporary traffic restrictions for works and activities - Dorset Council](#). The initial closure period can be 6 months and extension can be applied for via the Secretary of State. A fee is applicable to this application.

24. Rights of Way (PRoW)

Any new infrastructure will adhere to the British Standard BS5709:2018, minimum widths and surfacing specifications as given by Dorset Council.

25. Rights of Way (PRoW)

Structures known as 'limitations' cannot be certified within the development area on a Public Right of Way.

26. Rights of Way (PRoW)

A specification may be provided for simple structures by the PRoW Officer. The structure required will be subject to the County Council's technical approval process the cost of which is to be met by the developer.

27. Rights of Way (PRoW)

For any new structure, it is expected that the responsibility for the maintenance of the structure will rest with the management company who will put in place appropriate measures for its inspection and maintenance. The Council will not contribute to the costs of maintaining or inspecting the structure but requires that records of inspection and maintenance are made available on request.

Recommendation B:

Refuse planning permission for the reasons set out below if the S106 agreement is not completed within 6 months from the committee resolution or such extended time as agreed by the Corporate Director for Planning, the Service Manager for Development Management and Enforcement or the Development Management Area Manager within 6 months from the committee resolution. The reasons for refusal for failure to secure the necessary obligations are set out below:

1. In the absence of a mechanism to secure 35% affordable housing provision on site, the proposed development would fail to provide an appropriate level of affordable housing contrary to policy HOUS1 of the West Dorset, Weymouth and Portland Local Plan (2015) and Policy HO8 of the National Planning Policy Framework (2026).
2. In the absence of a mechanism to secure financial contributions towards mitigating the likely significant impacts of development on the European Protected Habitat: Chesil and the Fleet, designated as a Special Area of Conservation (SAC), Special Protection Area (SPA) and a Ramsar site in recognition of its exceptional ecological importance, the proposed development would result in unacceptable harm arising from recreational pressures, contrary to the provisions of policy ENV2 and COM1 of the West Dorset, Weymouth and Portland Local Plan (2015) and Policy N6 of the National Planning Policy Framework (2026).
3. In the absence of a mechanism to secure and facilitate the provision of on-site infrastructure (including land for a school; public open space and play facilities; and a connecting central avenue); and in the absence of a mechanism to secure off-site

infrastructure contributions (including contributions towards NHS; education; sports provision; play provision and maintenance; open space maintenance; improvements to Willowbed Hall, bus infrastructure and the upgrading of footpaths), the proposed development would result in unacceptable harm to existing and future residents, and place unacceptable pressure on local infrastructure, contrary to the provisions of policy COM1 and COM7 of the West Dorset, Weymouth and Portland Local Plan (2015) and Policies CC2, DP3, TR3, TR4, TR8, HC3 and N2 of the National Planning Policy Framework